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ARMY

THE GAZETTE OF THE LAND
SEA AND AIR



NAVY

SPOKESMAN OF THE SERVICES
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This Week—

By M. I. N. I.

As the batteries at Fort Jay boomed out the Presidential salute, the troops at Governors Island gave the Commander-in-Chief a genuine military welcome when he visited the post Wednesday. President Roosevelt, I am told, was impressed and pleased with the smart appearance of the troops and the precision with which his schedule was handled by the service.

* * *

Naval Reserve Officers coming to Washington for a conference with Department officials will have something to say regarding the plan to transfer passed-over officers to their service. Great advances in all branches of the reserve are looked for in the next Congress.

* * *

Elevation of Lt. Col. Maurice D. Welty, Inf., to the important assignment of executive officer for the Infantry School at Ft. Benning brings to that position an officer thoroughly familiar with the school and post and one whose wide circle of friends there will make his task a pleasant one.

* * *

Capt. Ralston S. Holmes, USN, becomes Rear Admiral Holmes tomorrow, November 1. Capable and efficient, his promotion is a source of gratification throughout the service.

* * *

Action of Admiral Waesche in sending to all officers of the Coast Guard copies of the two bills under consideration for altering the promotion system in the service affords an opportunity to secure complete service reaction on the measures before final decision is reached and legislation sought. This is vastly better, and will be more productive of results, than the last effort to rush a bill through Congress without informing the service of its contents.

* * *

And still decisions on the applicability of the gas tax law are being rendered by legal authorities! Congress should do the just thing, now that it has imposed this tax on service personnel, and provide an automobile allowance for the operation of private automobiles on government business.

* * *

Press dispatches report that vessels of the Asiatic Fleet will go to Singapore November 16. Admiral Harry E. Yarnell, USN, who has just taken over command of the Fleet, will thus be afforded an opportunity to see the great new British naval base there.

* * *

Study closely those splendid football squads of the Army and Navy and weigh well your forecast on the November 28 classic. Competition in the ARMY AND NAVY JOURNAL's forecast contest will be close!

(Please turn to Page 192)



Inspector-Instructors at the ten Naval Reserve Aviation bases where Marine Corps Reserve aviation squadrons are located complete a week's concentrated instruction at Quantico, Va. Left to right: 1st Lt. Warren E. Sweetser, Squantum, Mass.; 1st Lt. Ferry Reynolds, Long Beach, Calif.; 1st Lt. Richard C. Mangrum, Oakland, Calif.; 1st Lt. John T. Salmon, Brooklyn, N. Y.; Capt. Wyman F. Marshall, Grosse Ile, Mich.; Captain Peters, Kansas City; Capt. Livingston B. Stedman, Seattle, Wash.; 1st Lt. Hamilton D. South, Anacostia, D. C.; 1st Lt. Charles J. Schlapkohl, Minneapolis, Minn.; and 1st Lt. Robert M. Haynes, Opa Locka, Fla.

Collecting Gas Taxes

Additional decisions regarding the applicability of the gasoline tax imposed on service personnel by the Federal Roads Act of 1936 were made public by the War Department this week.

In one case it was held that although credit may be extended to service personnel for the actual gasoline purchased the amount of the state tax must be paid in cash at the time of the sale. Another held that activities such as "post funds" Officers' Club funds, etc., may be regarded as agencies or instrumentalities of the government and therefore not liable to payment of state taxes.

The text of the decisions follow:

I—Taxes on sales of gasoline and other motor vehicle fuels.—The following approved opinion of The Judge Advocate General, dated Oct. 8, 1936, interpreting the provisions of paragraph 2, Circular No. 58, War Department, 1936, is published for the information and guidance of all concerned:

In the absence of further instructions from the War Department, paragraph 2 of the circular above mentioned, must be construed as in effect requiring collection of at least the tax in cash at the time of any taxable sale of gasoline by a commissary; but there is no legal objection to commissaries continuing under existing regulations to extend credit on such sales for the purchase price less State tax.

II—Taxes on sales of gasoline used in private vehicles while on Government business.—The Judge Advocate General in an approved opinion, dated Oct. 2, 1936, held that gasoline sold to military personnel by a post exchange for use in private cars, but used in part in the performance of their official duties, is not properly to be regarded as gasoline sold "for the exclusive use of the United States," with

(Please turn to Page 192)

Buy 117 Basic Training Planes

Secretary of War Woodring announced Oct. 26 the award of an order for 117 Basic Training airplanes.

The total contract, which includes an adequate provision for supply of the necessary spare parts, amounts to \$1,432,600. These Training planes are being procured for use at the Air Corps Primary Flying School, Randolph Fld., where future American military pilots are now being trained.

The Act of Congress increasing the complement of airplanes in the United States Army Air Corps to 2320 will involve a corresponding increase in the requirements for pilots. In order to meet this demand the War Department is taking steps at the present time to provide the best possible training facilities in developing, at the Air Corps Training Center, the additional pilots required.

The basic training plane now being purchased is a great advance in design over the basic trainer which has been in use since 1930. The new basic trainer is a single-engine biplane low-wing monoplane, and is powered with the Wright R975-7, single row radial engine developing 400 horsepower. The high speed and landing speed of this plane is intermediate between that of the Primary Training planes and the modern fast combat planes in use in tactical units.

Advances in airplane design during recent years, with a corresponding increase in speed and complexity of equipment on modern aircraft, have made it more necessary than ever to provide an intermediate plane between the two.

(Please turn to Page 184)

Selection and Attrition for Admirals Proposed

Extension of selection to advancement from the lower half to the upper half of the grade of rear admiral is recommended by the General Board in its report on personnel now undergoing study in the various bureaus of the Navy Department.

The question of stimulating promotion by enforced retirements at the top was thoroughly discussed by the General Board during its eight months consideration of the personnel problem, together with the proposition of eliminating flag officers who fail to shape up to the duties of their rank. At the present time officers generally reach the grade of rear admiral between the ages of 52 and 57. Experience has shown that officers who have had excellent records as ship commanders do not always make good in the flag rank and under the present law these officers are continued in minor commands until their retirement for age. It was concluded that some form of elimination in the highest grade was advisable.

In deciding on selection from the lower to the upper half, the fact that there is a substantial raise in pay on this advancement was determining. It is understood, Officers receive no increase in pay upon promotion to rear admiral, but when they move into the upper half their base pay is increased by \$2,000. Normally officers reach the upper half in about five years, which is considered to give enough time for them to demonstrate their ability. Under the General Board proposal, it is understood, officers not selected will retire on the following June 30, without coming before a second selection board. The Board's proposal is said to have met with favor in the Bureau of Navigation.

Some months ago, long before the General Board completed its study, they concluded that the present drastic selection in the lower grades was a mistake. The Navy Department, in fact, at the last session of Congress, withdrew its request for an increase in the number of appointments to the Naval Academy, informing the House Appropriations Committee that they expected to recommend a change in the law whereby there would be fewer enforced retirements in the lower grades. What changes would be proposed were not decided at the time. It is now learned that the General Board recommends what amounts to selection out for promotion from lieutenant to Lieutenant commander and from Lieutenant to Lieutenant, junior grade. Under the present system, selection boards use a standard of comparative fitness in selecting officers to these grades, they having been instructed to recommend the promotion of a set number. Officers not deemed the best fitted for promotion are passed over and go on the retired list after completion of a specified number of years' service. Under the Board's plan, a standard is set and all officers considered to meet it will be promoted while all not meeting it will be discharged. Officers discharged will receive a bonus, but no retired pay. The bonus is understood to be set at a year's pay for lieutenants, junior grade, and two years' pay for lieutenants.

The report, while retaining selection

(Please turn to Page 186)

Editors Discuss America's Need for an Adequate National Defense

With war clouds hovering over the entire continent of Europe and the nations virtually arming to the teeth, it is only right that the United States should take steps to build up an adequate national defense, editors of the nation's newspapers are declaring daily in their editorial columns. By building up an adequate national defense the United States is not preparing to wage an aggressive fight but is insuring itself against foreign entanglements and invasion. In the following excerpts from editorials the problem of national defense is discussed.

"The American government," says the Beaumont, Tex., *Enterprise*, "is committed to the 'good neighbor' policy, and neither covets the territory of any other country nor seeks military alliances that might lead to war. But the American government has no intention of burying its head in the sand and assuming that because the United States is peacefully inclined this fact will provide adequate protection against foreign attack."

"There is no inconsistency in trying to promote peace and better understanding while at the same time congress makes huge appropriations for the national defense and agencies of the government entrusted with this task are carrying out defensive measures to assure better protection to the coastlines of the United States. The world is not safe for an unarmed nation, especially a nation with rich possessions that might arouse the envy of some other nation. Until the world is in fact 'safe for democracy' and freed of the curse of war, every nation must give thought to and spend money for its defense. * * *

"The program for a new naval base in San Francisco and an air base in Alaska, as well as the construction of new battleships, including submarines and destroyers, may excite some excitable gentlemen in Tokyo. It does not mean, however, that the United States is getting ready to fight Japan. It means no more and no less than the exercise of the same kind of 'reasonable precaution that causes the average citizen to insure his house against fire.'

The Charleston, W. Va., *Mail* thinks that "if there is to be an early European war of large proportions there is at least one good thing about it from an American standpoint. It will come when the memory of the last war, its cost and futility, is still fresh in the American mind and when our experiences before American participation are still pretty clear to our statesmen and diplomats. Both may help us to maintain neutrality in the next great war—granting, of course, there has to be one."

A revival of a real neutral policy in the event of another European conflict is urged in the current issue of the *Southern Review* by Prof. Edwin Borchard, professor of international law in the Yale University law school. Mr. Borchard rejects the theory that an attempt to sustain neutral rights finally took the United States into the World War. His contention is that it was our failure to insist on our neutral rights to the Allies that provoked the German unrestricted submarine campaign, which in turn was the occasion for our entrance into the war. * * *

"But in 1917 submarine warfare, which had been abandoned, was revived for the specific purpose of starving England. And when the warfare took American lives

Medico-Military Training

The medico-military inactive duty training unit of the reserve medical and dental officers of the United States Army and Navy was in session at the Mayo Clinic, Rochester, Minnesota, from Oct. 4 to 17, 1936. Instructors for the Army were Col. Kent Nelson (Surgeon, Seventh Corps Area) and Maj. John R. Hall; those for the Navy were Capt. Reynolds Hayden (District Medical Officer, Ninth Naval District) and Lt. Comdr. Lincoln Humphreys.

The primary purpose of these annual joint Army and Navy training courses for reserve officers is the dissemination of information which would be of value to them in the event of their call to active duty for service during national emergencies. During the course just closed every phase of medical service both afield and afloat was thoroughly discussed and graphically portrayed by means of sound films and stereoptician slides.

As during previous courses conducted at the Mayo Clinic, Lt. Col. Fred L. Smith, MRC, USA, served as the operations officer for the course, representing Brigadier Generals W. J. and C. H. Mayo. Through the cooperation of the Generals Mayo and Staff of the Mayo Foundation, the entire facilities of this great institution were placed at the disposal of the reservists in attendance. The forenoon periods were spent in attending the various clinics, selections being made according to the specialty or special preference of the individual officer, while the afternoon and evening sessions were devoted to scientific papers and medico-military presentations. Interesting and instructive papers were presented by specialists at the Mayo Clinic, by leading specialists invited by the Mayo Staff, and by medical officers of the regular Army and Navy.

Distinguished guest speakers included the Surgeons General of the Army, Navy and Public Health Service, the President of the American Medical Association, Rear Adm. C. S. Butler, (MC), USN, Congressman Melvin J. Maas of Minnesota, Colonels W. K. Wilson and Kent Nelson (Army), Capt. G. W. Calver (Navy), and Col. O. E. Engler (Army Reserve, and

President of the Reserve Officers Association.

As an indication of the intense interest shown in these courses, members of the Army and Navy Medical and Dental Reserve Corps foregathered from 35 states, the District of Columbia, and the Territory of Hawaii. As no compensation or allowance is granted by the Government, this large attendance is considered indicative of personal zeal and patriotism on the part of the individual reservists.

Preceding the close of the course, the reserve officers in attendance adopted a set of resolutions expressing their gratitude to the Mayo Foundation and to the instructors who presented the various subjects which comprised the program.

Instruct Marine Reserves

Ten Marine Corps Reserve officers, on continuous active duty as Inspector-Instructors at the ten Naval Reserve Aviation Bases where Marine Corps Reserve aviation squadrons are located, reported at the Marine Barracks, Quantico, Va., Oct. 18, for a week of concentrated instruction.

This instruction consists of all phases of landing force operations, both air and ground; lectures conducted by aircraft squadron commanders, aviation and non-aviation officers attached to the Marine Corps School, and practical demonstrations conducted for the benefit of these reserve officers. The object of the concentration is to insure that all Inspector-Instructors who act as advisors to Marine Corps Reserve squadron commanders are thoroughly conversant with tactical employment of aviation and the forces which it supports.

Officers attending the conference are: Capt. Livingston B. Stedman, Seattle, Wash.; Capt. Wyman F. Marshall, Grosse Ile, Mich.; 1st Lt. Warren E. Sweetser, Squantum, Mass.; 1st Lt. John T. Salmon, Brooklyn, N. Y.; 1st Lt. Hamilton D. South, Anacostia, D. C.; 1st Lt. Robert M. Haynes, Opa Locka, Fla.; 1st Lt. Charles J. Schlapkohl, Minneapolis, Minn.; 1st Lt. Ferry Reynolds, Long Beach, Calif., and 1st Lt. Richard C. Mangrum, Oakland, Calif.

the only course left was to fight. Had Germany had a greater respect for our military potentialities, she might have refused to risk bringing us into the war. It argues that in the event of another war, one of the best ways to maintain neutrality will be to have an adequate defensive force."

"Bomb-proof and gas-proof apartment houses and office buildings are being constructed in England," comments the Tampa, Fla., *Times*. "Why? In preparation for war? Or protection against war? There is, perhaps, a hairline distinction but Britons apparently feel that this is no time to get technical about it.

"International lines draw taut again under the strain of Russian charges that Italy, Germany and Portugal are actively aiding the rebels in Spain. Italy and Germany hurl the charge of aiding the Communist Government back at the Soviet. France has more of her internal disturbances as her citizens insist on taking sides.

"England essays again the role of arbiter which has proved profitable for her in years past. Meanwhile, in case the diplomatic niceties don't work, England increases her armaments and protective equipment to keep from being totally unprepared if and when an explosion occurs.

"Citizens of the United States may be thankful that no such tense atmosphere exists over this hemisphere; that they do not have to keep their ears tuned for an air raid and gloomy bomb-proof cellars stocked with food—but a prepared American national defense is nonetheless necessary."

"We all want to keep out of war," the La Crosse, Wis., *Tribune*, states. "We all believe that in case of European conflict this nation should maintain neutrality if such a status is possible. The trouble with all arguments for an extreme pacifist policy is that they propose plans that would leave us at the mercy of a foreign power bent upon the use of our resources and willing to hazard war to obtain them. "This is a menace that cannot be disregarded."

Under an editorial headed "When Would We Fight?" the New Haven, Conn., *Register* comments on an article in the *American Scholar* in which Walter Millis said that the Neutrality Act as applied in connection with the Italian-Ethiopian conflict was no gauge of our ability to keep out of war. "We still have to decide where we stand on war, negatively and positively," the *Register* says.

"The neutrality legislation makes clear a number of respects in which we are thumbs-down on war. Obviously, our face is set against fighting to protect American commerce with warring countries or with neutral countries where re-shipment for war use is the purpose. We are set against fighting to protect Americans who ask for trouble by staying in dangerous zones and by travelling on combatants' ships. We are set against fighting for a number of other purposes.

"To secure a really safe neutrality policy we must know what we will fight for, as well as what we will not fight for. General agreement is a good deal more vague on what we will do than on what we will not do. Yet national policy must be framed as much along the line of the first as along that of the second. Clearly, we will fight under certain circumstances. But what circumstances?"

Candidates for West Point

The following named candidates have been designated by the President for the March 2, 1937, entrance examination with a view to admission to the United States Military Academy at West Point, New York, on July 1, 1937:

Claude Lloyd Reeves, Pvt., Battery E, 263d CA, 450 Tribble St., Anderson, S. C.
Theodore A. Baumestein, Jr., Bolling Fld., Anacostia, D. C.

Charles Augustus Cassidy, San Diego, Calif.

Thomas Rees Cramer, c/o Lt. Col. R. V. Cramer, USA, Ft. Monroe, Va.

Edward Harleston deSaussure, Jr., Edgewood Arsenal, Md.

Erskine S. Dollarhide, Jr., Pvt., Co. M, 3rd Inf., Ft. Snelling, Minn.

Robert C. Erlander, Pvt., Co. I, 9th Inf., Ft. Sam Houston, Tex.

Thomas Henderson Farnsworth, Ft. McHenry, Md.

Hugh F. Fenzel, Pvt., Co. C, 16th Inf., Ft. Jay, N. Y.

Glenn S. Finley, Jr., c/o Maj. G. S. Finley, USA, Claremore, Okla.

Edward F. Harrison, c/o Maj. E. F. Harrison, USA, Randolph Fld., Tex.

Harold Wood Huntley, Jr., Qrs. 13, Army War College, Ft. Humphreys, D. C.

William Annesley Kromer, Tucson, Ariz.

Donald Noble Leary, Pvt. (Co. B, 16th Inf.), Camp Dix, N. J.

Richard Mar Levy, Jr., Washington, D. C.

Norbet Ceech Manley, Jr., Washington, D. C.

John Milliken, Jr., Columbian Preparatory School, 1445 Rhode Island Avenue, Washington, D. C.

Victory Anthony Gumiński Schmidt, New London, Conn.

Fred B. Watters, Jr., Atlanta, Ga.

Roseoe Barnett Woodruff, Jr., Washington, D. C.

Floyd M. Cate, Jr., Sweetwater, Tenn.

Infantry Refresher Course

Ft. Benning, Ga.—The refresher course of the Infantry School, Ft. Benning, Ga., will open Monday morning, Oct. 26, when 26 officers of the Army, all of them above field grade begin their course of instruction which is especially designed to bring them up to date in the latest principles of infantry tactical warfare, and the latest types of equipment and armament now being used by the modern soldier, as exemplified by demonstration troops of this post.

Those who will attend the refresher course are:

Colonels Allen Graer, FA, Royden E. Beebe, Inf., Walter C. Baker, CWS, William F. Robinson, Jr., Inf., Walter S. Drysdal, Inf., Thomas L. Crystal, Inf., Albert B. Kaempfer, Inf., Arthur W. Lane, Inf., Clyde A. Magruder, Inf., Claude L. Eastman, SC, Joseph A. Atkins, Inf., Melvin G. Faris, Inf., Eugene Santschi, Jr., Inf., William A. Gance, Inf., and John W. Lang, Inf.

Lieutenant Colonels Simon B. Buckner, Jr., Inf., Charles K. Hulsen, Inf., Howell M. Estes, Cav., Archibald D. Cowley, Inf., Felic E. Gross, CAC, Frank C. Mahin, Inf., Henry P. Perrine, Inf., George W. Price, Inf., John Kennard, Cav., and Raymond Marsh, OD.

USS Drayton Itinerary

The new destroyer USS Drayton, now in European waters on her shakedown cruise, sailed from Gravesend, England, Oct. 24, 1936, for Algiers where she arrived Oct. 28. Later she will visit Villefranche and Genoa before returning to the United States, arriving at Norfolk Navy Yard, Dec. 6.

The Drayton, Comdr. Ralph G. Penoyer, USN, commanding, is of 1,500 tons displacement. She was included in the building program of 1933 and was built by the Bath Iron Works Corporation, Bath, Me. She was placed in commission at the Boston Navy Yard, Sept. 1, 1936.

The Drayton's itinerary after sailing from Algiers, Nov. 2, will be: arrive Nov. 4, Villefranche, depart Nov. 12; arrive Nov. 13, Genoa, depart Nov. 21.



Arms Signal Corps Photo

The new class at the Army War College. Left to right, front row: Maj. Henry A. Barber, Jr., Inf.; Maj. James W. Barnett, Cav.; Maj. Henry W. Bobrink, QMC; Maj. Charles L. Bolte, Inf.; Lt. Col. Karl S. Bradford, Cav.; Maj. Edward H. Brooks, FA; Maj. Philip E. Brown, Inf.; Lt. Col. Peter C. Bullard, CE; Maj. William A. Campbell, FA; Maj. Homer Case, CAC; Comdr. Wm. D. Chandler, USN; Maj. Mark W. Clark, Inf.; Maj. Wendell L. Clemenson, Inf.; Lt. Col. John H. Cochran, CAC; Maj. William A. Collier, Inf.; Lt. Col. Carl W. Connell, AC; Maj. Joseph D. Coughlan, CWS; Lt. Col. Ralph P. Cousins, AC; Maj. Robert E. Cummings, Inf.; Maj. William H. Cureton, FA; Lt. Col.

Donald A. Davison, CE.
Second row: Lt. Col. Edmund deT. Ellis, QMC; Maj. Earl C. Ewert, FA; Maj. Muir S. Fairchild, AC; Lt. Col. William E. Farthing, AC; Lt. Col. Gustav H. Franke, FA; Lt. Col. Oscar J. Gatchell, OD; Col. Edmund B. Gregory, QMC; Maj. Augustus M. Gurney, FA; Lt. Col. Willis H. Hale, AC; Maj. Archelus L. Hamblen, Inf.; Maj. Robert W. Hasbrouck, FA; Capt. Pete T. Heffner, Jr., Inf.; Lt. Col. Monte J. Hickok, CAC; Lt. Col. Charles Hines, CAC; Capt. John H. Hoover, USN; Maj. Romeyn B. Hough, Jr., AC; Lt. Col. Clinton W. Howard, AC; Lt. Col. Stafford LeR. Irwin, FA; Maj. Frank M. S. Johnson, CE; Maj. Paul V. Cane, FA.

Third row: Lt. Col. Geoffrey Keyes, Cav.; Maj. Charles S. Kilburn, Cav.; Maj. George L. King, Inf.; Maj. Henry L. P. King, SC; Lt. Col. William C. Koenig, CAC; Maj. George L. Kraft, Inf.; Maj. Miles W. Kresge, OD; Capt. Philip H. Kron, Inf.; Capt. Emerick Kutschko, Inf.; Maj. Paul E. Leiber, Inf.; Cmdr. Ames Loder, USN; Maj. Andres Lopez, Inf.; Maj. Ward H. Maris, FA; Maj. Frederick S. Matthews, Inf.; Maj. Frank J. McSherry, CAC; Maj. Harris M. Melasky, Inf.; Lt. Col. Vincent Meyer, FA; Maj. Bryan L. Milburn, CAC; Capt. Eugene L. Miller, Inf.; Lt. Col. Charles M. Milliken, SC; Maj. Daniel Noce, CE.

Fourth row: Lt. Col. Edwin P. Parker, Jr., FA; Maj. Edwin D. Patrick, Inf.; Maj. Willard S. Paul, Inf.; Maj. John T. Pierce, Jr., Cav.; Maj. Ray E. Porter, Inf.; Maj. Don F. Pratt, Inf.; Lt. Col. Xenophon H. Price, CE; Lt. Col. Harold M. Rayner, Cav.; Maj. George W. Rice, MC; Maj. George W. Ricker, CAC; Maj. Matthew B. Ridgway, Inf.; Lt. Col. Rudolph W. Rieckohl, QMC; Capt. Paul M. Robinett, Cav.; Comdr. Herbert O. Roesch, USN; Maj. Adolphus W. Roffe, Cav.; Maj. Lowell W. Rooks, Inf.; Maj. Ben M. Sawbridge, FA; Maj. Feodor O. Schmidt, Inf.; Capt. Whitfield P. Shepard, Inf.

Back row: Lt. Col. Robert Skelton, MC; Capt. Walter B. Smith, Inf.; Maj. Donald A. Stroh, Inf.; Lt. Col. Iverson B. Summers, AGD; Capt. Joseph B. Sweet, Inf.; Maj. James Taylor, Inf.; Capt. Charles E. Thomas, Jr., AC; Maj. John W. Thomason, Jr., USMC; Maj. Arthur W. Vanaman, AC; Lt. Col. Albert W. Waldron, FA; Maj. Aln D. Warnock, Inf.; Maj. Gordon M. Wells, OD; Maj. James E. Wharton, Inf.; Lt. Col. Raymond A. Wheeler, CE; Lt. Col. Ralph H. Wooten, AC.

Army Enlisted Standards

Second Corps Area headquarters informed the War Department this week that a false impression regarding the enlisted personnel of the Army given in a recent nation-wide radio broadcast would be suitably corrected over the air.

During a broadcast Oct. 4 of the "Court of Human Relations," a program sponsored by the Chase and Sanborn Coffee Company, giving advice to persons in trouble, it was suggested that an incorrigible youth who had had trouble with the law be enlisted in the Army to be "reformed." To remedy any impression given that the Army would accept any but applicants of the highest character, the Department instructed the Second Corps Area to protest to the broadcasting company. The Corps Area reported this week that it had been assured that in a future broadcast a correction would be made.

Navy Line Selections

A Selection Board will convene at the Navy Department Nov. 30, 1936, to recommend officers of the Line for promotion to the grades of Rear Admiral and Captain.

Those officers in the grades of Captain and Commander who are recommended for promotion to such grades in the report of a selection board approved by the President on or before June 30, 1932, are, by law, eligible for selection. Such officers are captains senior to signal number 272 and commanders senior to signal number 689.

In announcing the Selection Board the Bureau said:

Attention of those officers eligible for consideration is called to the provisions of paragraphs 4 and 5 Article 1635, Navy Regulations and to foot-note 24 as amended of Section 1283, Naval Courts and Boards. The latter reference provides for a special board of medical examiners convened upon the request of the officer concerned, in the case of any officer whose medical record may indicate his possible unfitness for promotion. Officers who feel that they may be in this status are urged to give careful consideration to the advisability of availing themselves of this privilege.

These special medical boards may be convened by Unit Commanders without special authority from the Department, and the reports of the boards will be forwarded to the Office of the Judge Advocate General. Unit Commanders will furnish the Bureau of Navigation with the names of such officers as are authorized to appear before special boards of medical examiners.

All reporting seniors will please submit

Forecasting Army and Navy Game Results

In four more days the election will be over and the country will turn its attention from political guessing to its usual, every-day Fall occupation of picking football winners. Graphs, straw votes and political dope sheets will be thrown aside and America will get down to the serious business of deciding who will win Saturday's football game.

Already, however, some members of the Armed Services—the Army and Navy not being in politics—are doping out the West Point-Annapolis game, preparatory to sending in their entry in the ARMY AND NAVY JOURNAL Football Game Contest. The contest you know, is open to all members of the Armed Services of the United States and their families. To the person who most accurately predicts the outcome of the Army-Navy game to be played in Philadelphia, Nov. 28, and who most logically supports his predictions, will go the First Prize of \$25.00. The runner-up will receive a Second Prize of \$10.00, and in addition there are five other prizes of a year's subscription to the ARMY AND NAVY JOURNAL.

So far there has been little data on which to make a comparison of the two Service teams. Army walked over Washington and Lee, 28 to 6. Navy defeated Virginia, 19 to 6. Then Washington and

promptly the fitness reports for the period ending Sept. 30, 1936, (if not already forwarded) in order that the board on selection may have available complete records of all eligible officers.

Navy November 1 Promotions

The following Navy officers will become eligible for promotion to the next higher grade Nov. 1, 1936:

Capt. Ralson S. Holmes.

Comdr. David F. Ducey (additional number), Cary W. Magruder, Ernest W. McKee, William H. Pashley.

Lt. Comdr. T. De Witt Carr, Charles P. Cech, Calvin T. Durgin.

Lts. Irving D. Wiltsie, Elwood D. Poole, George D. Martin, Frank R. Talbott, Boynton L. Braun, Joseph C. Huske, (CC).

Lts. (Jg) Idris B. Monahan, Thomas Ashcraft, John L. Collis, George E. King, Charles H. Kendall, Albert J. Walden, George Fritschmann.

These promotions are incident to the retirement of Rear Adm. E. H. Campbell,

Lee whipped Virginia 13 to 0. This would seem to give the Cadets an edge. Better data, however, will be available next Saturday and the week after. Notre Dame plays the Navy, Nov. 7 and on Nov. 14 Army meets the Irish while Navy plays Harvard, soundly beaten by Army.

Some people prefer the experts' opinions over comparative scores. Read "Right Wing" in the JOURNAL and the other football writers, wait until the last week if you wish, and then send in your prediction of the outcome of the game, the score, and a discussion of your reasons for the forecast in not more than 200 words. Entries, however, must reach the ARMY AND NAVY JOURNAL's office, 1711 Connecticut Avenue, Washington, D. C., by Nov. 25.

Decision of the winner will depend upon the accuracy of the score prediction and the logic of the reasoning expressed in support of it. The Judges, whose decision will be final, are Lt. Thomas Hamilton, USN, the Navy coach, 1st Lt. Garrison Davidson, USA, the Army coach, and the ARMY AND NAVY JOURNAL sports editor.

The rules of the contest exclude employees of the JOURNAL. Only one forecast can be submitted by each entrant.

Capt. R. P. Craft, Capt. G. B. Wright, Lt. Comdr. B. P. Flood, Lt. Comdr. C. E. Denny, Lt. G. M. Neely and Lt. E. F. Gallagher.

Marine Corps Selection Board

A Selection Board, consisting of Maj. Gen. Charles H. Lyman, Maj. Gen. Louis McC. Little, Brig. Gen. Richard P. Williams, Brig. Gen. Thomas Holcomb, Brig. Gen. James T. Butrick, Brig. Gen. John C. Beaumont, and Lt. Col. Leo D. Herme, as recorder, will convene at the Navy Department, Nov. 30, 1936, to recommend eligible officers of the ranks of colonel, Lieutenant colonel and major for promotion.

Although the numbers of officers to be recommended by the Board for promotion have not been announced, it is understood that one colonel, three Lieutenant colonels and 13 majors will be recommended.

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President Visits Governors Island

When President Roosevelt arrived at the Barge Office, South Ferry, at noon Oct. 28, en route to Governors Island, N. Y., he was met by the ranking officers of the three commands stationed at that military reservation—Maj. Gen. Frank R. McCoy, Commanding General of the Second Area; Col. Albert S. Williams, Regimental Commander of the Sixteenth Infantry, and Col. Reynolds J. Burt, Commandant of Castle Williams.

Military units assembled from the First Brigade of the First Division for the first time at Governors Island rendered honors to the Commander-in-Chief.

As the Presidential party left the ferry upon arrival at Governors Island, it passed through lines formed by a battalion of four rifle companies of the Sixteenth Infantry standing at present arms. Maj. Thomas L. Martin commanded the troops. The regimental band of the Sixteenth Infantry rendered the four flourishes of the bugles and the four ruffles of the drums which form part of the Presidential Salute and played the National Anthem.

Guns of the saluting batteries of Fort Jay fired the Presidential Salute of twenty-one guns.

Following these honors the Presidential party went to the Governors Island Club where President Roosevelt was guest of honor at a luncheon tendered him by General McCoy.

Returning to the Governors Island dock at 1:30 P. M., President Roosevelt received the honors of his office from a guard of honor composed of a battalion of four rifle companies of the Eighteenth Infantry from Fort Hamilton, Brooklyn, commanded by Maj. Walter H. Wells.

As the President boarded a municipal ferry at Governors Island to go to Fort Wood, Bedloes Island, for the Statue of Liberty exercises, the saluting batteries of Fort Jay again fired the Presidential Salute of twenty-one guns.

Officers' Short Overcoat

The officers' short overcoat, which heretofore could not be worn in a number of instances, may be worn at any time except on formal duty or at ceremonies, under changes in uniform regulations issued by the War Department this week.

THE UNITED STATES ARMY

Army Mutual Aid Association

During the week six officers have joined the Army Mutual Aid Association and seven members have increased their insurance to \$6,000.

Benefits paid: Maj. Arthur D. Martin, V.C., Col. Carl Reichmann, Ret., and Col. Richard I. McKenney, CAC.



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(Continued from First Page)

Although somewhat slower, this plane is very similar in appearance and general handling characteristics to the modern Pursuit planes, and at the same time has the ease of maintenance, combined with sturdiness of construction which is required in a training plane.

This plane is the result of cooperation between the civilian designers, the Experimental Division of the Army Air Corps and instructors at the Air Corps Training Center.

Tactical Inspections

Ft. Sam Houston, Tex.—Maj. Gen. H. J. Brees, commanding general of the Eighth Corps Area, made the annual Eighth Corps Area tactical and training inspection of the 69th Coast Artillery Regiment (Anti-Aircraft) at Camp Bullis, west of San Antonio, Oct. 22, 23 and 24. The 69th is commanded by Lt. Col. Richard Donovan. General Brees was accompanied on his inspection by Maj. Dale D. Hinman, Assistant Chief of Staff for Training.

General Brees, accompanied by Major Hinman, on Wednesday, Oct. 21, went by automobile to Ft. Clark, Brackettville, Tex., where General Brees made the annual Eighth Corps Area tactical and training inspection of troops at that station.

Honor Theodore Roosevelt

President Roosevelt's personal commemorative wreath was placed on the tomb of Theodore Roosevelt at Oyster Bay, Long Island, Tuesday, Oct. 27 at 9:45 A. M. by Maj. Gen. Frank R. McCoy, commanding the Second Corps Area, with headquarters at Governors Island. General McCoy was accompanied to Oyster Bay by his chief of staff, Col. Ulysses S. Grant, 3d. Both General McCoy and Colonel Grant served as military aides to Theodore Roosevelt while the latter was in the White House.

Inf. School Executive

Ft. Benning, Ga.—Lt. Col. Maurice D. Welty, for the past four years assistant executive officer of the Infantry School, Ft. Benning, Ga., and one of the leading administrative officers of the large army post, has recently been advanced to the position of executive officer of that institution.

New Army Blue Uniform

Changes in the regulations governing the new blue uniform for the Army were published by the War Department this week setting forth new colors for four of the services.

Specifically designating that the colors of the ornamentation for the blue uniform will be the color of the arms and services in which officers are commissioned rather than those in which detailed the War Department prescribed new colors for the Adjutant General's Department, the Inspector General's Department, the Judge Advocate General's Department, and the National Guard Bureau. Under the change the AGO's colors become dark blue piped with scarlet, the Inspector General's, dark blue piped with light blue; the JAGD dark blue piped with white, and the National Guard Bureau, dark blue. The change was made, it was said, to give the AGO and the JAGD more pleasing uniforms.

Another change continues the old sabre knot for the blue uniform instead of the new one. This will affect a savings in purchasing the new uniform. The regulations also set forth that the full dress should ordinarily be worn in the morning and afternoon and the special full dress at night. This was not given in the basic regulations.

Supply of Large Units

Success in any future emergency will be in direct proportion to the extent to which we decentralize production to industry and command to military men, Maj. Gen. George Van Horn Moseley, USA, said in an address at the opening session of the Third Army CPX.

"Remember too," the General said, "that our supply system must be organized so as to meet the needs of the fighting troops. Troops sent to combat must be relieved of all supply worries as far as possible, and finally in the next emergency I hope we will have a big, able, square-jawed Commander-in-Chief who will support his subordinates as did John J. Pershing during the War.

"Supplies needed for the initial mobilization must either be in the hands of troops or within the Corps Areas under the jurisdiction of Corps Area Commanders. This means a proper Corps Area depot centrally located. The system is greatly facilitated by good National Guard armories with proper storage facilities, which are so few and far between in the South at the present time. No requisitions should be required on M-Day. The flow of supplies should be automatic in conformity with previously authorized requirements.

"While troops in the initial mobilization are not concentrated within their Corps Areas, the plan should require such concentration as will facilitate transportation and the providing of proper loads for type trains. All this can be accomplished easily by the use of trucks now available within the Corps Areas.

"The War Department should decentralize the larger portion of this problem keeping only a regulating control in Washington. In fact, the War Department must constantly ask itself, 'How many of these problems can be anticipated now, solved and decentralized?' Remember, there is no danger in decentralization, so long as you retain control over the officer to whom you have assigned the task."

Transfer of Reserve Records

Regarding the transfer of records of Reserve officers on extended active duty the War Department has advised Corps Area and Department Commanders and Chiefs of Arms and Services as follows:

1. Under paragraph 5d AR 140-5, a Reserve officer on active duty is under the administrative control of the Commanding General of the Corps Area or Department in which his active duty station is located. That will remain in effect.

2. The personnel records of Reserve officers on extended active duty, except Air Corps Reserve officers on extended active duty with the Air Corps, will be retained in the Corps Area or Department in which the Reserve offi-

cer concerned maintains his permanent address.

3. Because of the special provision for issuance of certificate of capacity and for promotion to first lieutenant the personal records of Air Corps Reserve officers on extended active duty with the Air Corps will be forwarded to and maintained at the Headquarters of the Corps Area or Department in which the Reserve officer's active duty station is located. Upon relief from active duty the records will be forwarded to the Headquarters of the Corps Area or Department in which permanent address is located.

4. The instructions in paragraph 3 will not be interpreted as requiring an Air Corps Reserve officer on extended active duty to report a permanent address in the Corps Area or Department in which his active station is located. His permanent address will be reported and carried as his home address, that is, the one to which he intends to return upon relief from active duty.

Army Transport Sailings

Republic—Leaves New York Oct. 30; arrives Panama Nov. 5, leaves Nov. 7; arrives San Francisco Nov. 17, leaves Nov. 24; arrives Honolulu Dec. 1, leaves Dec. 7; arrives San Francisco Dec. 14, leaves Dec. 19; arrives Panama Dec. 29, leaves Dec. 31; arrives New York Jan. 6, 1937.

Grant—Arrives Manila Oct. 30, leaves Nov. 5; arrives Chinwangtao Nov. 11, leaves Nov. 12; arrives Honolulu Nov. 25, leaves Nov. 25; arrives San Francisco Dec. 1, leaves Feb. 3, 1937.

Chateau Thierry—Arrives New York Nov. 4, leaves Nov. 12; arrives Savannah Nov. 14; leaves Nov. 14; arrives San Juan Nov. 18, leaves Nov. 18; arrives Panama Nov. 21, leaves Nov. 25; arrives New York Dec. 1, leaves Dec. 16; arrives Panama Dec. 22, leaves Dec. 23; arrives San Francisco Jan. 2, 1937, leaves Jan. 8; arrives Honolulu Jan. 14.

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ger, smoother, valve-in-head straight-eight Buick engine, fed by an all-position aerobat carburetor that thrifly does things with gasoline such as you have never known.

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Football at the Army and Navy Academies

BY HERBERT REED

"Right Wing"

Army and Navy football teams approached critical "half-way" football marks as this issue appears, each with its most serious problem to solve. Navy tackled in Pennsylvania probably one of the best defenses on the gridiron, a test the sailors sorely needed at this particular moment, while Army confronted one of the most formidable and resourceful attacks to be found anywhere, in Colgate, the exact test the soldiers needed. Thus, whether in victory or defeat, the working out of the schedule was a great advantage to both organizations, and in days to come the coaches of both will know exactly the procedure to be followed in preparing for each other, and for what should be a fitting climax game of the year so far as the intelligent public that both institutions boast of, is concerned.

However, even before the game with Colgate, the Army suffered a serious blow in the loss for the season of Woodrow Wilson, its big "power-back" asset. Wilson's loss, as a result of a cold that developed seriously following the Harvard expedition, will materially affect the Army's "punch" in days to come. With the exception of "Monk" Meyer, almost anybody else could have been better spared. It should be remembered that Wilson's value lay not alone in his ability to carry the ball for first downs in tight places, but in his blocking and kicking, the former a cornerstone for a highly developed form of attack, the latter an added resource that was in the nature of "rescue" for the far less burly Meyer. This dependable, of course, is always good for sixty minutes of brainy football, but, good as is the attack built around his special brand of brains and footwork, it needed the complement of Wilson's special abilities to round out the varied attack—making the difference between what remains a very fine and intelligent Army team, and an organization on the

verge of really brilliant achievement. Well, the Army will have to close ranks and go on, looking forward to another season so far as the use of Wilson is concerned. In the meantime the usual illus that football flesh is heir to at about this stage, have appeared, so that the soldier coaches were none too happy in the face of the Colgate appearance. It was the time, too, for the possible appearance of a psychological let-down. I am aware that hard-boiled old-timers in the service take little stock in these things, but they are none the less quite rigid and uncomfortable facts. Getting past Colgate, then, with an improved and capable and resourceful defense, was expected to give the coaches and the team a clear and confident shot at what remains of the schedule, the most highly desired objectives. Fortunately for Army its attack is in the hands of a field generalship that runs three deep in excellent quarterbacking.

Navy's main interest—its defense already having been tested and found of unusual strength and resource—lay in the further development of an attack that has stalled much too often. With the exception of the one deceptive play on which Sandback, probably the finest quarterback on any gridiron at this writing, scored for Princeton, the Navy showed no basic defensive flaws. Sandback could not be expected to have two off days in succession. On the whole, then, the Princeton game was a success, despite the defeat. On what the Navy could show against so devastating a defense as Pennsylvania's, with Case, its best field general, in action, depended, then, the prospects for the remaining games. The Army, I know, has a healthy respect for this particular Navy outfit. Just here a little correction about Army. It is Little, not Miller, at one guard, who has been showing so much promise for the soldiers, although Miller, too, is good. Little, though, has been, recently, something of a "stand-out."

Coast Guard Selection

Under pressure from civilian officials of the Treasury Department, revision of the promotion system of the Coast Guard to provide some form of selection, undoubtedly will be sought in Congress this year.

This appeared certain this week as the Service studied two proposed selection bills sent out by Coast Guard Headquarters for the consideration and revision of the officer personnel. The two measures, labeled "A" and "B" were sent out with directions that every officer submit his comment on them to Headquarters. Draft "A" embodies with a few changes the selection provisions of the old S.2905, Departmental measure put before Congress more than a year ago without knowledge of the Service at large and which only a storm of protest from officers prevented from being pushed through to enactment. Draft "B" proposes a milder form of selection than "A".

The action came as something of a surprise, for a survey of officers conducted last year had shown an overwhelming opposition to S.2905 and any similar plan of selection. As the result of studies by the Permanent Board, which has had the problem under continuous consideration regulations were revised tightening up examinations for promotion, whereby in addition to written examinations, a comprehensive review of each officer's record was instituted. With the examining board functioning to weed out the inefficient—four officers have been permanently denied promotion as a result—it was generally regarded that this would be all that was done, except probably some legislation to eliminate officers placed out of the line of promotion by the examining board's action. This was generally regarded as being the view of the Permanent Board.

However, the civilian forces in the Treasury Department largely responsible for S.2905, apparently still are interested in installing selection in the Coast Guard. For following the long study

made by the Permanent Board and the drafting of a bill providing a means of eliminating inefficient officers, S.2905 was revised, the more objectionable features eliminated and both transmitted to the Service as being two plans under consideration. The insistence on consideration of S.2905, it is understood, comes from "higher up" in the Treasury.

Just who is responsible among Treasury officials for the continued interest in revising the Coast Guard promotion system is not known. Mr. E. R. Ballinger, the optometrist, efficiency expert who played such an important part in Coast Guard affairs a year or two ago, has not been in the foreground lately, although still a member of the Treasury "brain-trust."

Draft "A", like S.2905, would provide for the institution of a system of promotion by selection rather than seniority for advancement to the ranks of captain, commander, lieutenant commander and lieutenant, quite similar to the Navy system. Elimination of officers not selected, would not be by automatic retirement as in the Navy, but by retirement or discharge in the discretion of the Selection Board. The elimination of officers other than those passed over also would be authorized under Draft "A" and S.2905.

A number of changes over S.2905 are contained in the new bill, as follows:

The much criticized feature of permitting a civilian to serve on the Selection Board is eliminated, with the Board to be composed of five officers on the active list.

The Board in considering officers for advancement shall take them in their order of seniority (S.2905 provided for the promotion of officers selected in the order of seniority in the lower grade, but

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left the method of choosing officers to the discretion of the Board).

An officer passed over by two successive boards automatically goes out of the line of promotion under the new bill. This simply makes him an extra number if retained on the active list, as under S.2905 and Draft "A" he is subject to retirement or discharge by further action of the Board.

Warrant officers as well as commissioned officers are made subject to retirement or discharge on recommendation of the Board. The approval of the Secretary of the Treasury is required to make the Board's action effective in the case of warrant officers and of the President in case of commissioned officers.

Officers below the rank of captain, as in S.2905, are subject to discharge if it is deemed that the reason for his elimination is the result of their own neglect or misconduct. If neglect or misconduct is not found, in a case where the Board considers and the proper reviewing authority approves, that an officer should not be retained on the active, it is provided that the elimination shall be as follows: officers with ten or more years of service, retirement on graded retired pay; officers with less than ten but more than five years service, discharge with two years pay; officers with five years service or less, discharge with one year's pay.

The authority to forcibly retire two captains and one captain (engineering) each year placed in the President by S.2905 is modified to require that such action be upon recommendation by a board of five captains.

Draft "B" even though much milder than "A" is more drastic than had been expected. It is in three parts. Section one enacts into law the procedure now in force by regulation under which an officer may be placed out of the line of promotion if his record or written examination fails to satisfy the examining board of his fitness for promotion. It further provides that an officer so placed out of the line of promotion as an extra number may be retired at his own request or upon the recommendation of a subsequent examining board with retired pay based on 2½ per cent of his active pay multiplied by this number of years service, if he has at least ten years' service. Discharge with one year's pay is provided for officers with less than five years service and with two years pay if less than ten years' service.

Section 2 provides for the convening annually of a board of five captains who may recommend the forcible retirement of any officer with at least 30 years' service who "for any cause except physical disability should not be retained on the active list." The Board's action must be approved by the President in case of

commissioned officers and by Secretary of the Treasury in case of warrant officers. Retirement is at three quarters pay.

Section 3 of the bill makes promotion to the grade of captain by selection by a board of five captains, subject to approval of the President. Officers not selected by two successive annual boards automatically are placed out of the line of promotion. It is provided that no officer shall serve as a member of two successive Selection Boards, that commanders with at least four years service in grade are eligible and that a majority vote is necessary for selection.

In addition to the comment on the two bills being gathered by Headquarters, the Coast Guard Academy Alumni Association has announced a poll on the two measures, asking three questions, i.e., do you favor "A"; do you favor "B"; if some form selection must be instituted, which of the two proposed bills would you rather have. With some selection legislation apparently inevitable, probably at the next session of Congress, it is considered important that Service opinion be crystallized and determined as to what will be most acceptable.

CCC Accident Record

Ft. Sam Houston, Tex.—The Eighth Corps Area Civilian Conservation Corps camps continue to lead the nation in the point of fewest accidents of enrollees on work projects, Maj. Gen. H. J. Brees, Commanding General of the Eighth Corps Area has been informed by Mr. Robert Fechner, Director of Emergency Conservation Work.

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"Established in obedience to an insistent demand for an official organ for members of the American Defense and those concerned with it, The Army and Navy Journal will be published in the interest of no party; it will be controlled by no clique. Its independence will be absolute. Its interest will be directed solely to the inculcation of sound military ideas and to the elevation of the public service in all its departments."—From Vol. 1, No. 1, of The Army and Navy Journal, published August 29, 1863.

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SATURDAY, OCTOBER 31, 1936

"In time of war such preparations (armament) can not be made; cannon can not be purchased in open market nor manufactured at short notice; they must be the product of years of experience and labor."—ULYSSES S. GRANT.

WHATEVER THE RESULT OF THE ELECTION next Tuesday, National Defense will be in competent and friendly hands. By practical action, President Roosevelt has built up the Army and the Navy and Marine Corps and their components, to a point where they are better fitted to discharge the vital missions entrusted to them. In the speech he delivered at Indianapolis on last Sunday night, Governor Landon substantially endorsed the policy of his democratic opponent. Speaking approvingly of the efforts toward disarmament, made by every Administration since the World War, Mr. Landon added.

"At the same time we must fully maintain our own defenses. We have already reduced our land forces to the absolute minimum. We have always been ready to limit and reduce our naval forces, and shall continue to be ready, but only in proportion as others limit and reduce theirs. In such ways as these we can help to lessen the danger of a general war."

In other words, Governor Landon feels that the present strength of the Army and its components must not be cut, and that the size of the Navy must be considered in its relationship to that of any other Nation. To put it in another way, he has pledged himself to the principle of the Treaty Navy. Further he has served notice that he is not in sympathy with the policy of disarmament by example. He obviously looks upon effective and efficient military and naval establishments as instruments which will be serviceable not only in keeping us out of war but, to use his own words, in lessening the danger of a general war. It is this same idea which has motivated the President in the provision he has made for the Services. Had Governor Landon been remotely pacifistically minded, he would have criticised sharply the expenditures which this Administration has made for National Defense. He could have done so the more properly since such criticism would have been in accordance with the pledge of economy which he has made. But Governor Landon is an American with a broad vision, who knows that weakness produces attack, who realizes from his service in the World War the vital importance of preparedness, and who sees a world engaged in conquest or feverishly arming itself for conflict. A practical statesman, the Governor understands that policy of peace can be the more effectively applied if backed by efficient force. The explanation of his attitude is especially welcome since thereby National Defense has been explicitly taken out of politics. It is not and cannot be made an issue in the campaign. This is a development which every American, concerned over the security of his country, will welcome with satisfaction.

THE KEEN INTEREST OF THE AMERICAN PEOPLE in their Navy was demonstrated in a most gratifying manner on the Day annually set aside for its honor. Never before have such crowds boarded the ships at the various ports. The Press always friendly to the Service, opened its columns more liberally than in the past of the story of the sea arm. The National Broadcasting Company donated time over its network for addresses by Admiral Standley, Admiral Hepburn, and Rear Admiral Downs. The Columbia Broadcasting system gave a scenario on the High Lights of Naval History. Throughout the country the independent stations placed their facilities at the disposal of Navy speakers. There are various reasons for this general outpouring of popular sentiment. That the Navy is a popular American institution we have always known. Its popularity has been of slow growth, and therefore the more solidly based. The older retired officers remember the time when the country saw no need for a Fleet, and when only with the utmost difficulty could Congress be induced to make the small appropriation necessary to keep the Service alive. The Spanish War and the World War made Americans world conscious. They came to realize the value of our foreign trade, and the need of protection for it. The farmer of the Middle West learned with the manufacturer that if the Nation were to be prosperous foreign markets must be kept open for our surplus. Ability to protect neutrality guarantees the open road to these markets. The people generally came to recognize the responsibility attached to the Panama Canal and our other Overseas possessions, the part those territories play in connection with our National Defense, and the necessity of safeguarding them. Impressed upon the minds of the people are developments abroad, the quarrel of Europe in connection with the Spanish revolution, the danger of another European War, the conquest of Ethiopia by Italy, the conquest of China by Japan. Besides being a potential force for protection against and in case of war, the country has become aware of the value of the Navy in time of peace. A help to employment, mines and factories in connection with the construction of vessels, and also in the personnel of organization. Then too, when disaster comes the Navy is available to provide instant aid. The acquaintance of the people with these facts has naturally aroused pride in its Naval establishment.

THE PROGRESS THE UNITED STATES INFANTRY has made since the World War and the progress in sight in the next few years is a tribute to the personnel who have worked so diligently and often under severe handicaps. When the press of inadequate appropriations was so hard that materiel projects could not make the speed desired, officers of that arms and the contributing services studied and planned so that when funds were made available they might go ahead. Of utmost importance to the entire service is the reorganization of the Infantry Regiment, to the development of which the General Staff, Maj. Gen. Edward Croft, Chief of Infantry, and the officers at Ft. Benning have labored unceasingly for well over a year. A tentative set-up has been approved by General Croft and is now forming part of the Staff study looking toward a reorganization of the Infantry Division. In these proposals the best thought in the Army is being devoted to secure for the Infantry the utmost advantages afforded by the automotive industry of the United States to give the highest strategic mobility to the troops and also to devise methods of utilizing fully the fire power of modern weapons.

Service Humor

Just Fair

Recruit (learning to ride)—"How am I doing Sarge?"

Sergt.—"Fair. If you d—n recruits keep choking our horses to death, we'll soon have to mechanize the entire Cavalry Corps."

—Contributed.

Misfortune

Passenger (on first sea voyage)—"I say! Oh I say, Archie!! Where ar' me bloody clothes?"

Stewart—"Where did you leave them on retiring, sir?"

Passenger—"In that leetle closet with the round glass door to it."

Stewart—"Bless me 'eart, sir! That's a bloomin' port'ole, sir!"

—Contributed.

Terrible

She—"Is there much graft in the Army?"

He—"Oh, sure. Even the bayonets are fixed."

—Pointer.

Perfect

A good man had just died and, with unseemly haste, an office-seeker came after his job. The funeral had not yet taken place.

Office-seeker—"Mr. Mayor, do you see any objection to my being put in poor Tom Smith's place?"

Mayor—"Why no! I see no objection, if the undertaker doesn't."

—Army Chaplain.

Telltale Odors

The worries of the press in Denver were not confined to deadlines. One reporter dashed to a hotel window when a sudden barrage of fireworks shook the building.

"I smell gunpowder," shouted a voice.

"My car's parked down there!" yelled the reporter. "Let me know if you smell Chevrolet!"

—Foreign Service, V. F. W.

Moderate

Hostess—"It looks like a storm! You had better stay for dinner."

Caller—"Oh, thanks, but I don't think it's bad enough for that."

—Diamond Head News.

Not Time

Mrs. Smith—"Do your daughters live at home?"

Mrs. Brown—"Oh no, they're not married yet."

—USS Colorado Lookout.

Error

"Hello, dear, I'm bringing a friend home to dinner tonight."

"That's fine darling, bring him out. Do you want me to fix anything special?"

"But, maybe you didn't understand me. I said that I was bringing a friend home to dinner, and not only that but we are going to play cards afterward. Then we are going out to a party, a stag party."

"I understand perfectly, and it's perfectly alright with me."

"Pardon me, I have the wrong number, you can't be my wife."

—Wednesday Nite Life.

Elect—

laughter as the spirit of the services. Send your quips to the Journal Humor Editor.

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

J. C. A.—A sergeant, fourth grade, QMC, on duty with a School for Bakers and Cooks, QMC, in the United States, is available for transfer in grade for duty to the regular Quartermaster Corps Detachments in foreign service, if he so volunteers and is qualified to fill a vacancy.

J. G. B.—As far as we know the Air Corps is making no provision for changing the promotion status of Technical Sergeants and Staff Sergeants to the next higher grade.

R. R. D.—J. C. Bamford is No. 98 on the lineal list of Technical Sergeants, Ordnance Department, and is No. 36 on the eligible list for promotion to Master Sergeant.

P. C. E.—It is doubtful whether the recent examinations for promotion to the grade of warrant officer will be graded and a new eligible list compiled before the first of the year. There have been no promotions to warrant officer since October, 1935, and at present there are about 70 vacancies. By the time the new list is published it is expected that about 100 vacancies will exist.

U. M. C.—Harry E. Baker is No. 1 on the eligible list for promotion to Technical Sergeant, Motors, QMC, and Leslie W. Allen is No. 1 on the Supply list, which goes into effect Nov. 2, 1936.

IN THE JOURNAL

10 Years Ago

Maj. Alexander A. Vandegrift, USMC, will be second in command to Brig. Gen. Smedley D. Butler, USMC, who is in command of the Western Mail Guards of the U. S. Marine Corps.

20 Years Ago

Acting Secretary of the Navy Franklin D. Roosevelt announced Oct. 23 that the armored cruisers Washington, West Virginia and Colorado will be renamed the Seattle, the Huntington and the Pueblo.

30 Years Ago

Lt. Frank P. Lahm, 6th U. S. Cav., has arrived home from Paris following his victory in the balloon race there.

50 Years Ago

The German War Office has decided that all sub-officers must learn telegraphy.

70 Years Ago

General Kit Carson, commanding Fort Garland, Colorado Territory, reported on Oct. 8, 1866, that they were involved in an Indian War. General Carson was apprehensive that the war would be of considerable magnitude and advised all settlers to unite for common defense.

War Department
Organized Reserves

OFFICIAL ORDERS

Navy Department
Marine Corps

ARMY ORDERS

JUDGE ADVOCATE GENERAL'S DEPT.
MAJ. GEN. ARTHUR W. BROWN, JAG.
Lt. Col. George P. Hill, from Governors Island, N. Y., to Walter Reed General Hospital, Washington, D. C., for observation and treatment.

QUARTERMASTER CORPS
MAJ. GEN. HENRY GIBBINS, QMG.
Maj. Gwynne Conrad, upon his own application is retired from active service, effective Dec. 31, after more than 32 years' service.
Capt. Lawrence C. Collins (Inf.), having been found incapacitated for active service is retired, effective Oct. 31.

MEDICAL DEPARTMENT
MAJ. GEN. CHARLES R. REYNOLDS, SG.

Medical Corps
Col. Henry H. Rutherford, from Ft. Myer, Va., to Army and Navy General Hospital, Hot Springs National Park, Ark., for observation and treatment.

Lt. Col. Clemens W. McMillan, from Ft. Washington, Md., to Ft. McDowell, Calif., sailing from N. Y. April 29, 1937.

Maj. Harold W. Kinderman, upon his own application is retired from active service, effective Dec. 31, after 18 years' service.

Maj. Everard Blackshear, having been found incapacitated for active service is retired, effective Oct. 31.

Maj. Herbert C. Mallory, from Baltimore, Md., to Philippine Dept., sailing from N. Y. March 18, 1937.

Maj. Henry C. Bradford, from Ft. George G. Meade, Md., to Ft. McPherson, Ga.

Maj. Thomas L. Coley, from Philadelphia, Pa., to his home and await retirement.

Capt. Jasper N. Knox, from Ft. Rosecrans, Calif., to Rockwell Fld., Calif.

Capt. John B. Chester, from Ft. McPherson, Ga., to 8th Corps Area, Ft. Sam Houston, Tex.

1st Lt. Edward B. Payne, from Ft. Des Moines, Iowa, to Selfridge Fld., Mich.

Medical Administrative Corps
Capt. Samuel Smelser, previous orders amended to read: retired effective Nov. 30, with rank of Major.

Army Nurse Corps
2nd Lt. Anna C. Kelfer, having been found incapacitated for active service is retired, effective Oct. 31.

2nd Lt. Idella N. Jarrett, having been found incapacitated for active service is retired, effective Oct. 31.

CORPS OF ENGINEERS
MAJ. GEN. EDWARD M. MARKHAM, C. of E.

Capt. George C. Reinhardt, from Kansas City, Mo., to Omaha, Neb.

Capt. Samuel D. Sturgis, Jr., now Asst. Dist. Engr., Eastport, Me., assigned as Asst. Dist. Engr., Boston, Mass., with station at Eastport, Me.

(Please turn to Page 192)

INSURANCE AT COST



AUTOMOBILES

SAVINGS ON
MANUAL RATES

To be returned during October, 1936

Bodily Injury	45.6%
Property Damage	44.8%
Collision	41.9%
Fire	59.7%
Theft	64.3%

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NAVY ORDERS

October 22, 1936

Comdr. Guy C. Hitchcock, det. Nav. Torp. Sta., Newport, R. I., in Oct. or Nov.; to USS Astoria as executive officer.

Comdr. Scott B. Macfarlane, det. USS Astoria in Nov.; to home, relieved all active duty.

Comdr. William D. Taylor, det. as Off. in Chge. Navy Retg. Sta., Brooklyn, N. Y., about Dec. 23; to duty as Retg. Insp., Southern Division, New Orleans, La.

Lt. Adolph H. Oswald, det. USS Bulmer about Oct. 30; to staff, C. in C. Asiatic Fleet as aide and flag secretary.

Lt. (Jg) James H. Flatley, Jr., uncompleted portion ors. Apr. 10 revoked; continue duty VF Sqdn. 5B (USS Ranger).

Lt. (Jg) Finley E. Hall, uncompleted portion ors. Apr. 3 revoked; continue duty VS Sqdn. 1B (USS Ranger).

Ens. Joseph L. LaCombe, det. VS Sqdn. 128 (USS Astoria); to USS Astoria.

Lt. Gerard B. Creagh (MC), ors. Oct. 16 revoked. Continue duty Nav. Hosp., Phila., Pa.

Lt. Harold W. Lashier (MC), det. Nav. Dispensary, Long Beach, Calif., in Nov.; to Asiatic Sta.

Lt. Harold G. Young (MC), desp. ors. March 28 modified. To Navy Yard, Phila., Pa., instead Nav. Hosp., Phila., Pa.

Lt. (Jg) Alvin H. Grunewald (DC), det. USS Memphis in Nov.; to USS Omaha.

Lt. Comdr. Cyrus D. Bishop (SC), det. USS Oglala in Dec.; to Navy Yard, Pearl Harbor, T. H.

Lt. Comdr. Charles J. Lanier (SC), ors. by C. in C. Asiatic modified. To 3rd Nav. Dist., New York, N. Y.; instead Receiving Ship at San Francisco, Calif.

Lt. Comdr. Lamar Lee (SC), duty as disbursing officer, Subm. Base, Pearl Harbor, T. H.

Lt. Comdr. George P. Smallman (SC), ors. Jan. 13 modified. On disch. trmt. Nav. Hosp., Brooklyn, N. Y., to home, relieved all active duty.

Ens. Arthur Chester Smith, det. VS Sqdn. 98 (USS Salt Lake City) on Dec. 5; to instn. Subm. Base, New London, Conn.

Ens. Burrin D. Wood, Jr., det. USS Mississippi about Nov. 28; to USS Aaron Ward.

Comdr. Robert W. Clark (SC), granted sick leave for 2 months; wait orders at San Diego, Calif.

Lt. (Jg) John D. Cashman, det. USS Broome about Nov. 1; to continue trmt. Nav. Hosp., San Diego, Calif.

Lt. (Jg) James M. Clement, det. USS Tattmann about Dec. 5; to instn. Subm. Base, New London.

Lt. (Jg) Raymond L. Fulton, orders April 3 modified. To e. f. o. USS McDougal instead USS Winslow and on board when commissioned.

Lt. (Jg) Scott K. Gibson, det. USS Aaron Ward about Dec. 17; to instn. Subm. Base, New London.

Lt. (Jg) James B. Grady, det. Battleships, Battle Force, about Dec. 5; to instn. Subm. Base, New London, Conn.

Lt. (Jg) Lloyd L. Greenmyer, Uncompleted portion orders April 3 revoked. Continue duty (Please turn to Page 192)

October 23, 1936

Lt. (Jg) Walter L. Blatchford, det. USS R-13 about Dec. 30; to e. f. o. USS Permit and on board when commissioned.

Lt. (Jg) William T. Easton, uncompleted portion ors. April 3 revoked. Continue duty VF Sqdn. 6B (USS Saratoga).

Lt. (Jg) Charles R. Fenton, uncompleted portion ors. April 3 revoked. Continue duty VB Sqdn. 2B (USS Saratoga).

Lt. (Jg) Claude V. Hawk, ors. by C. in C. Asiatic modified. To USS Gilmer; instead Receiving Ship at San Francisco.

Ens. Blish C. Hillis, det. USS Quincy about Dec. 5; to instn. Subm. Base, New London.

Lt. Matthias A. Roggenkamp (SC), det. Commissary Store, Flt. Air Base Coco Solo, C. Z.; to temp. duty Fleet Air Base, Coco Solo.

Asiatic Orders, October 19, 1936

Lt. Richard F. Stout, det. USS John D. Ford; to USS Guam.

Lt. (Jg) William B. Moore, det. USS Asheville; to 12th Nav. Dist.

Lt. (Jg) John B. Gragg, det. USS Stewart; to 12th Nav. Dist.

October 24, 1936

Lt. John A. Glick, det. staff, C. in C., U. S. Fleet, in Oct.; to efo USS Vincennes and on board when commissioned.

Ens. Francis D. Boyle, det. USS Arctic about Dec. 5; to instn. Subm. Base, New London, Conn.

Ens. Herman J. Kossler, det. USS Idaho about Dec. 5; to instn. Subm. Base, New London, Conn.

Ens. Richard C. Latham, det. USS Lexington about Dec. 5; to instn. Subm. Base, New London.

Lt. Comdr. David W. Robinson (SC), det. as disbursing officer, Subm. Base, Pearl Harbor, T. H., on Oct. 15; to duty Subm. Base, Pearl Harbor.

Ch. Bosn. Henry M. Brun, ors. Oct. 7 revoked; continue duty USS Wright.

Bosn. John W. Rogers, ors. Oct. 5 modified. To USS Tuscaloosa; instead of USS Wright.

Ch. Pay Clk. Charles E. Coleman, ors. Aug. 31 modified. To USS Pensacola; instead cfo USS Brooklyn.

October 26, 1936

Lt. Comdr. Ralph H. Norris, det. 4th Nav. Dist. on disch. trmt. Nav. Hosp., Phila., Pa.; to further trmt. Nav. Hosp., Wash., D. C.

Lt. (Jg) Roy M. Davenport, det. USS Texas about Dec. 5; to instn. Subm. Base, New London.

Lt. Col. John B. Sebree, about Nov. 1, 1936, detached 4th Marines, Shanghai, China, to MB.

Lt. (Jg) Willard R. Laughon, det. USS Idaho about Dec. 5; to instn. Subm. Base, New London.

Lt. (Jg) Harry C. Maynard, det. USS Chicago about Dec. 5; to instn. Subm. Base, New London.

Lt. (Jg) Samuel A. Randolph, det. USS Oklahoma about Dec. 10; to USS Cuyama.

Lt. (Jg) David L. Rosecr, Jr., det. USS New York about Dec. 5; to USS Holland.

Lt. (Jg) Ronald J. Woodward, det. USS New Orleans about Dec. 1; to USS Tattmann.

Ens. Robert M. Brinker, det. USS California about Dec. 19; to instn. Subm. Base, New London.

Ens. Parker L. Folson, det. USS Astoria about Nov. 6; to cfo. USS Vincennes and on board when commissioned.

Ens. John M. Hyde, det. USS Ranger about Dec. 5; to instn. Subm. Base, New London.

Ens. Charles D. Lewis, det. USS Rathbun about Oct. 22; to continue trmt. Naval Hosp., Pearl Harbor, T. H.

Ens. Fitzhugh McMaster, det. USS Gilmer about Dec. 10; to instn. Subm. Base, New London.

Ens. Wayne R. Merrill, det. USS Holland about Dec. 10; to instn. Subm. Base, New London.

Ens. Orme C. Robbins, det. USS Nevada about Dec. 10; to instn. Subm. Base, New London.

Ens. Arthur Chester Smith, det. VS Sqdn. 98 (USS Salt Lake City) on Dec. 5; to instn. Subm. Base, New London, Conn.

Ens. Burrin D. Wood, Jr., det. USS Mississippi about Nov. 28; to USS Aaron Ward.

Comdr. Robert W. Clark (SC), granted sick leave for 2 months; wait orders at San Diego, Calif.

Lt. (Jg) John D. Cashman, det. USS Broome about Nov. 1; to continue trmt. Nav. Hosp., San Diego, Calif.

Lt. (Jg) James M. Clement, det. USS Tattmann about Dec. 5; to instn. Subm. Base, New London.

Lt. (Jg) Raymond L. Fulton, orders April 3 modified. To e. f. o. USS McDougal instead USS Winslow and on board when commissioned.

Lt. (Jg) Scott K. Gibson, det. USS Aaron Ward about Dec. 17; to instn. Subm. Base, New London.

Lt. (Jg) James B. Grady, det. Battleships, Battle Force, about Dec. 5; to instn. Subm. Base, New London, Conn.

Lt. (Jg) Lloyd L. Greenmyer, Uncompleted portion orders April 3 revoked. Continue duty (Please turn to Page 192)

October 27, 1936

Comdr. Irving R. Chambers, det. Naval Operations, Navy Dept., about Dec. 16; to c. f. o. USS Winslow and in command when commissioned.

Lt. (Jg) John D. Cashman, det. USS Broome about Nov. 1; to continue trmt. Nav. Hosp., San Diego, Calif.

Lt. (Jg) James M. Clement, det. USS Tattmann about Dec. 5; to instn. Subm. Base, New London.

Lt. (Jg) Raymond L. Fulton, orders April 3 modified. To e. f. o. USS McDougal instead USS Winslow and on board when commissioned.

Lt. (Jg) Scott K. Gibson, det. USS Aaron Ward about Dec. 17; to instn. Subm. Base, New London.

Lt. (Jg) James B. Grady, det. Battleships, Battle Force, about Dec. 5; to instn. Subm. Base, New London, Conn.

Lt. (Jg) Lloyd L. Greenmyer, Uncompleted portion orders April 3 revoked. Continue duty (Please turn to Page 192)

MARINE CORPS

October 24, 1936

Lt. Col. John B. Sebree, about Nov. 1, 1936, detached 4th Marines, Shanghai, China, to MB.

Navy Yard, New York, N. Y., via SS President Coolidge sailing Shanghai, Nov. 2, 1936.

Lt. Col. Lowry B. Stephenson, about Nov. 20, 1936, detached 4th Marines, Shanghai, China, to Hdqrs. Marine Corps, Wash., D. C., via SS President Lincoln, sailing Shanghai, Nov. 21, 1936.

Lt. Col. William W. Ashurst, promoted to Lieutenant Colonel, subject to confirmation, on Oct. 22, 1936, with rank from May 29, 1936.

Maj. Leonard E. Rea, AQM, about Nov. 15, 1936, detached MB, Quantico, Va., to MD, American Embassy, Peking, China, via SS President Jefferson, sailing Seattle, Wash., Nov. 21, 1936.

Capt. William Ulrich, detached Fleet Machine Gun School, USS Utah, to MCB, NOB, San Diego, Calif.

Capt. Ralph D. Leach, detailed as Assistant Quartermaster, effective Nov. 1, 1936.

2nd Lt. Richard W. Wallace, on Nov. 2, 1936, detached MB, Portsmouth, N. H., to MB, NAD, Dover, N. J.

Ch. Mar. Gar. Fred O. Brown, orders to MB, Parrish Island, S. C., modified, on detachment MB, NMD, Yorktown, Va., about Nov. 1, 1936, ordered to MB, Quantico, Va.

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SERVICE NEWS AND GOSSIP

Armament Factory Costs—Buried in the voluminous reports of the Senate Munitions Committee are some rather interesting studies regarding the cost of acquiring additional navy yard and arsenal facilities to enable the peace-time Army and Navy armament programs to be carried on entirely in Government yards and plants. The studies were made by valuation engineers of the Interstate Commerce Commission upon the request of the Nye Committee and were included without comment in the report of the Committee on the advisability of creating a Government monopoly over munitions. The Committee, it will be remembered, voted four to three in favor of nationalizing armament manufacture.

The ICC engineers estimated that for the sum of \$23,604,860 navy yard facilities could be expanded to take care of the entire normal peace-time shipbuilding program. It also presented figures as to the probable cost of replacing with Government plants, commercial factories now furnishing aircraft, powder and machine guns to the Army and Navy. For a cost of \$8,815,413, according to the Nye report, facilities for manufacturing machine guns equal to those now available in the Colt plant at Hartford, Colt, according to the Committee, furnished the Army 97 per cent of the small arms purchased from private manufacturers in recent years. For \$3,638,085, it was stated, the Government could duplicate the powder manufacturing facilities of the duPont Carney's Point plant, which the committee said, furnishes 99.4 per cent of the Army's cannon powder and 98.6 per cent of the small arms powder. Without giving any estimate as to the capacity of the plants, figures were presented to show that for \$8,451,127, the Government could duplicate the facilities of Pratt-Whitney Aircraft Co. for building engines and propellers, the Chance Corporation for building bodies and the United Airports, testing field and equipment. The figures as to machine guns, powder and aircraft, it was said, did not include any estimate as to costs of patents.

The shipbuilding estimate was based on building additional ways in navy yards, repairing existing ways, modernizing machine tools, and providing drafting facilities and new machinery to carry on a building program involving laying down annually four "major ships" (battleships, cruisers and aircraft carriers), ten destroyers and three submarines. Such a program would require eight major shipbuilding ways, ten destroyer ways, and five submarine ways, the ICC report states, requiring the construction of one additional major ship way, four additional destroyer ways and two additional submarine ways.

The one great objection to the Nye Committee proposal, in the opinion of observers, lies not in the cost of providing Government facilities or the cost of construction in private yards whatever these figures may be. Disregarding the accuracy and basis of such studies, and the general question of Government vs. private ownership, it is clear that if the Government took over the peace-time production of armament, there would be few if any armament firms operating at the outbreak of war. How possibly could there be carried on the expanded war-time program of new construction, repairs and conversion of all types of vessels into patrol vessels and auxiliaries? From where would come the enormous war-time powder and armament needs? And in peace-time, how could the Army and Navy keep abreast or ahead of the times in all types of military planes with one Government factory, one group of designers, one source of supply?

Airlines over Pacific—The Mandate Commission of the League of Nations is manifesting keen interest in the announcement by Japan that airlines will connect her mainland with the islands in the Pacific which she is governing under the League. The lines unquestionably are Japan's answer to the commercial lines which Americans have flown across the Pacific. When in operation they will cut directly across our Wake Island-Guam-Manila route, and permit strategic air separation of the Philippines from Hawaii and the United States. There is no business between Japan and the mandated islands of sufficient importance to justify the expense and operation of a commercial air service. The Tokyo government claims such a service will be useful for the carriage of mail and official documents, and observation of movements of fish. In order to make the service practicable and effective, it will be necessary to establish hangars and repair equipment. This means in turn that a number of planes will be stationed permanently at the strategic points selected. It has been consistently stated by Japan that no steps whatever have been taken to make the mandated islands available for war, and that she has acted strictly in compliance with the League's prohibition against the erection of fortifications or the establishment of military or naval bases thereon. Nevertheless, improvements of harbors to accommodate large ships, leveling of sand beaches which will be useful for plane service, and other developments, which will enable rapid establishment of bases, have been reported both to Washington, London and Geneva. As Japan is claiming the lines she will establish will be purely commercial, the United States can offer no objection to her decision. However, the Mandate Commission at Geneva has the authority to investigate and determine whether the Tokyo government is violating the terms under which she obtained the government of the Islands. When Japan withdrew from the League of Nations she notified the World that she intended to continue to exercise the mandate she enjoyed. No nation was prepared to force her to cancel it, and whatever the results of the investigation by the League Commission nothing beyond a perhaps solemn protest would be registered at Tokyo. The establishment of the lines may cause this government to insist in any future negotiation on non-fortification of the Pacific that only airlines shall be authorized to mandated islands where there is sufficient commercial business to justify such service.

Making of Wills—The Army Mutual Aid Association is to be complimented on the pamphlet on Wills recently published for issue to members. It is one of the clearest things available on the subject and one of the sample Wills therein should meet the needs of almost any Army officer. Other instructive leaflets on Pensions and other matters have also been printed.

Keep Recruits in Hammocks—A belly band has been designed at the Naval Training Station, San Diego, to serve as a "preventer" for newly enlisted recruits who show a predilection to fall out of their hammocks after they have gotten to sleep. From time to time, until the belly band was invented, recruits, who were slow to get on to the knack of sleeping in navy hammocks without falling out, had received minor injuries from falling from their hammocks and landing on the concrete floors of their sleeping quarters. Since the belly band has been perfected, these accidents have almost been completely eliminated. When recruits climb into their hammocks now, they immediately strap on the band, and this insures their remaining attached to the hammock, even though it capsizes when they roll over too violently while asleep. The new invention was described by Capt. Paul P. Blackburn, commanding the Naval Training Station, in a Navy Day address to the Hammer Club of San Diego, Oct. 26.

Important Naval Appointments—For more reasons than one, the results of the elections next Tuesday will be watched keenly by officers of the Navy and Marine Corps. Upon who will be President of the United States next January will determine who will fill the posts of Secretary and Assistant Secretary.

Also a matter of speculation are selections to fill impending vacancies as Chief of Naval Operations, the Major General Commandant of Marines, and two bureau chief assignments—Construction and Repair and Medicine and Surgery. While Admiral William H. Standley and Maj. Gen. John H. Russell reach the statutory retirement age before the end of the year, President Roosevelt is not expected to name their successors should he fall of reelection. The four year tours of the Chief Constructor, Rear Adm. Emory S. Land, and the Surgeon General, Rear Adm. Perceval S. Rossiter, expire March 1.

If President Roosevelt is reelected it is generally expected that he will shortly announce the appointment of Admiral William D. Leahy, now Commander of the Battle Force, to succeed Admiral Standley when he retires Jan. 1. If Governor Landon wins, there is not even any conjecture as to who might be selected. Political considerations usually do not play any important part in the appointment of the Chief of Naval Operations, the selection of the President's chief naval advisor being rather a personal choice.

Announcement is expected shortly after election day, provided Mr. Roosevelt is returned, of the appointment of a successor to General Russell. The Major General Commandant retires Dec. 1. All of the General officers and colonels of the Marine Corps are eligible, but the discussion centers around four names. Friends of Brig. Gen. Hugh Matthews, the Quartermaster, are strongly pushing him for the post, while the three major generals of the Corps, Maj. Gen. James C. Breckinridge, Maj. Gen. Charles H. Lyman, and Maj. Gen. Louis McCarty Little, are also frequently mentioned. General Breckinridge, the senior of the four and who would have ample time to serve out a four year tour, is considered to have the best chance for the appointment. General Matthews would be able to complete all but four months of a four year term if selected. General Little, only 58, has plenty of time to serve, whereas General Lyman, the oldest of the group, must retire Oct. 1, 1939.

The name most frequently mentioned in connection with the appointment of a Surgeon General is that of Capt. Edgar L. Woods, now commanding the Naval Hospital at Annapolis, Md., in spite of the fact that he is only 54 years old. Should Governor Landon be elected, however, it is considered likely that the appointment would be likely to go to Capt. Charles M. Oman, commanding the Naval Hospital at New York. Captain Oman, it will be recalled, was nominated as Surgeon General four years ago by President Hoover, after election but failed of confirmation due to Democratic opposition to all appointments. As to the important post of Chief Constructor, some talk is heard that Admiral Land may be reappointed. Capt. William G. DuBose, Assistant Chief of the Bureau of Construction and Repair and the senior four-striper of his Corps, is also mentioned.

Army's "Navy" Celebrates—As a tribute to the U. S. Navy, the Army's three thousand or more vessels—sometimes dubbed the Army's navy—donned holiday attire of flags and pennants Tuesday to cooperate in the annual observance of Navy Day.

In the roster of Army vessels there are numerous passenger-carrying transports and freighters operated by the Quartermaster Corps and some 2,900 tugs, lighters, dredges, and other water-craft in service under the Army Engineers. Coast Artillery activities on the Atlantic Seaboard and the Pacific Coast, as well as in the Panama Zone, Hawaiian Islands, and the Philippines, also utilize a large number of vessels of varied descriptions.

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Patronize These Advertisers

Flying Officers and Flight Pay—The Air Corps Act of July 2, 1926, created the technical distinction between "flying" and "nonflying" officers, a classification having nothing to do with actual flying or flying pay, and affecting matters of command and military administration only. A flying officer in time of peace was defined "as one who has received an aeronautical rating as a pilot of service types of aircraft." The appropriation Acts for 1935 and 1936, followed the amount appropriated for aviation increases with the prohibition that "none of which shall be available for increased pay for making aerial flights by nonflying officers at a rate in excess of \$1,440 per annum, which shall be the legal maximum rate as to such nonflying officers." The War Department's construction of the 1926 Act was always and consistently to the effect that, for whatever reason one rated a pilot might not fly as a pilot, he retained his pilot rating and though flying as an "observer" he was nevertheless a flying officer. But early this year the Comptroller General held that if a rated pilot, because of physical defect or other reason (if, for example, aircraft were not available to the pilot as such at his place of duty), was assigned or classified to fly as an observer instead of as a pilot, he thereby became disrated as pilot, ceased to be a "flying officer" and received as flying pay only \$120 per month instead of the 50 per cent increase. Such ruling, going far beyond pay and reaching back into matters of command and organization lying at the base of the distinction in the 1926 Act, had the most evil consequences upon Air Corps command and administration. At the instance of the Department, Congress in the Act of June 16, 1936, attempted to cure what the Committees termed "misinterpretation" of the Comptroller General by striking out the 1926 definition of "flying officer" as "one who has received an aeronautical rating as a pilot of service types of aircraft" and then enacting it over again in the same words and adding thereto "or one who has received an aeronautical rating as an aircraft observer."

Some of the officers concerned recently asked Ansell & Ansell to study the question of their right to the full 50 per cent pay between the date of the limiting appropriation provisions and the enactment of the remedial legislation of June 16, 1936, and they have just received an opinion to the effect (1) that under the law as it existed over the period in question there was no legal authority for disrating pilots and, as for that matter, there is none now in time of peace; (2) that the administrative classification of a pilot into the nonpiloting group for any reason whatever did not, and could not, operate to disrate him; (3) that a rated pilot flying in a capacity other than as a pilot, remained for purposes of pay and other administration, a flying officer; (4) that the ruling of the Comptroller General is not judicially tenable. The original definition, it was said, was clear enough and the curative legislation established no new definition but redeclared the old one and the Department's understanding of it.

Decommission Destroyers—The first steps in the operating program of the Chief of Naval Operations to decommission old destroyers as rapidly as the new vessels of the destroyer class can be made ready to join the fleet, is seen in the orders that direct the following ships of the destroyers, battle force, to proceed to Philadelphia for decommissioning. Blakely, Breckenridge, Cole, Dupont, Ellis, Greer, Tarbell, Upshur, and Yarnell.

With the decommissioning of these nine ships, there will be released approximately one thousand enlisted men and fifty officers for duty in manning the newly completed destroyers and light cruisers. So acute is the need for officers and men to commission the new craft, it is expected that the Bureau of Navigation will urge the earliest possible completion of the work of decommissioning the old destroyers at Philadelphia.

Submarines Return from Hawaii—The San Diego naval base is preparing to welcome the vessels of the Submarine Force which are expected to arrive "back home" in time for Christmas leave periods after more than five months absence in Hawaiian waters, where they have been operating in accordance with schedules, and under the direction of Rear Adm. Joseph R. Defrees, Commander Submarine Force, U. S. Fleet.

The Admiral, in his flagship, Bushnell, accompanied by the Cuttlefish, is due to arrive Nov. 15. Three weeks later, the main body will enter the San Diego harbor base, led by the tender Holland and followed by the Dolphin, the Narwhal, the Nautilus, the Cachet, and the submarine rescue ship, Ortolan. All these vessels departed from San Diego for Honolulu in the latter part of June. During their long stay in the Islands, they have operated with the submarines that are attached to the base at Pearl Harbor, the latter being under the command of Capt. Ross S. Culp, USN.

The Barracuda is preparing to depart from San Diego, Oct. 29, for the Canal Zone, enroute to Caribbean waters for the purpose of conducting research work overseas in collaboration with scientists, assigned by the Smithsonian Institution of Washington. The preliminary work in connection with these scientific surveys in the Caribbean, has been underway for the past several months.

Naval Aeronautics—Rear Adm. Arthur B. Cook, Chief of the Bureau of Aeronautics, arrived on the west coast Oct. 17, for conferences with the Commander-in-Chief of the Fleet, Admiral Arthur J. Hepburn, the flag officers, commanding fleet aircraft, and Capt. Arthur L. Bristol, Jr., commanding the Naval Air Station, North Island. Admiral Cook also inspected improvements and extensions at North Island and visited factories, engaged in the manufacture of aircraft for the fleet.

Among the matters up for discussion, was the housing of six hundred naval aviation cadets currently being graduated from the Naval Air Station, Pensacola, after a year's flight training. These cadets are to be given further active duty for three years in aircraft in the fleet.

Fleet planes are expected to number 1900 units by 1940. These will be organized into 61 squadrons, of which 22 will be assigned to the patrol wing, 24 to the fighting wing, and 15 to the observation wing.

Admiral Cook emphasized the fact that naval aviation had made rapid strides, following the organization of the Bureau of Aeronautics in 1921. Fleet air arms have been assigned missions that have no parallel, either in military aviation nor in the commercial field. The special conditions, arising from purely naval missions in flight work, have imposed unique problems on designers, manufacturers, and on the officers who have to train personnel to fly aircraft with the fleet and from naval air stations on shore.

"Based on the past record of achievements," Admiral Cook stated, "there is every reason to believe that naval aviation not only will maintain its present effectiveness, but will continue to increase its value to the Fleet as a defensive and offensive air arm."

"With this mission to strive for, the Bureau of Aeronautics will intensify efforts to stimulate the development of new types of aircraft engines, plane equipment, and flight navigational instruments, as well as to increase our knowledge of and experience with, methods to increase the tactical efficiency of the flight units that are employed with the Fleet."

"The Bureau is constantly concerned with the development of plans to increase naval aviation reserve organization as well as the procurement of tenders for the transoceanic fleet patrol wing and the necessary expansion of existing naval aviation shore establishments."

COAST GUARD ACTIVITIES

The Coast Guard cutter William J. Duane was formally inspected by the Secretary of Treasury Morgenthau Wednesday, Oct. 29, 1936, at the Washington Navy Yard. He was accorded full honors by the Commandant of the Washington Navy Yard and upon his arrival on the Duane was received by Rear Adm. Russell R. Waesche, Commandant of the Coast Guard. A salute of 19 guns was rendered by the Navy Yard.

Thursday morning the Duane left Washington bound for Los Angeles where it will participate in short range gun practice and will then proceed to Honolulu for temporary station. Rear Admiral Waesche was to board the Duane at Norfolk, Va., today and accompany the vessel to Kingston, Jamaica, in order that he might thoroughly inspect the operation and the seagoing capacity of this new type of cutter.

Smuggling Decreases

There are no known smuggling rings operating off the United States coasts today as compared with eight or nine this time last year. This is attributed to the fact that during the past year the foreign governments, the nationals of which were operating smuggling vessels, have agreed to require landing certificates of all vessels which carry alcohol.

Congratulate Commanders

Admiral William H. Standley, Chief of Naval Operations, and Capt. R. E. Cassidy, USN, commander of the surface patrol fleet, have sent congratulations to the commanders of the Army, Navy and Coast Guard forces upon the excellent manner in which operations were conducted in the Joint Coastal Frontier Defense Exercises held from Nov. 14 to 17, 1936, off the coast of Norfolk, Va.

Carrabasset to be Decommissioned

The Coast Guard cutter Carrabasset upon being relieved by the Mojave will proceed to the Depot, Baltimore, Md., for decommissioning but will be kept in readiness in the event it is needed for ice breaking operation this winter.

New Coast Guard Stations

The following new Coast Guard stations have been completed or are nearing completion:

Lake Worth Station, Gallo Island, St. Simons Island, Squan Beach, Humboldt Bay, North Situate, Cuttyhunk, Little Egg, Little Machipongo, Point Arguella, Cobbs Island, Thompson Inlet, Indian River.

Sauke and Seneca Sold

The decommissioned cutters Sauke and Seneca have been sold. The former to the Eastern Transportation Co., Baltimore, Md., for \$7,050, and the latter to the Boston Iron and Metal Co., Baltimore, Md., for \$6,605. The purpose for which these vessels are to be used is not known.

Roger B. Taney Commissioned

Saturday, Oct. 24, 1936, the new Coast Guard cutter Roger B. Taney was placed in commission at the Philadelphia Navy Yard, under command of Comdr. Warner K. Thompson. Upon completion of its trials it will take permanent station at Honolulu, T. H.

W. P. A. Construction Projects

W. P. A. projects amounting to \$4,350,955 are now going forward under the direction of the Coast Guard. It is expected that work on these projects will be completed by the end of the fiscal year 1937. The majority of the work pertains to improvement of communication and shore stations.

On Personnel Tour

Capt. T. G. Crapster, USCG, Chief Personnel Officer, returned from an inspection of the Cleveland and Chicago districts this week and immediately left for the west coast to inspect the Seattle and San Francisco Divisions. He plans to inspect all Coast Guard divisions in the near future. While on his trips Captain Crapster plans to hold conferences with officers of the various divisions and discuss important matters pertaining to the personnel of the Coast Guard.

Developing Tractor

The U. S. Army is cooperating with the Coast Guard in the development of a tractor for use at Coast Guard life saving stations. The tractor when completed is

expected to travel at a speed of from 20 to 35 miles per hour over the beaches.

Coast Guard Aviation Notes

Bids for from two to six highwing, single-engined monoplanes were issued by the Aviation Section of the Coast Guard, Oct. 26, 1936. The planes will be suitable for modification to a seaplane and ski-plane as well as a land plane. This type plane will be capable of making 143 miles per hour.

Bids for from two to four planes of a similar type, capable of making 157 miles per hour also have been issued. This plane will be equipped to carry one stretcher case and will be used chiefly for border patrol duty.

The second of five Viking planes, built by the Viking Aircraft Corp., New Haven, Conn., was accepted Oct. 28. Lt. Comdr. R. L. Raney, USCG, will deliver the plane to Miami, Fla., for duty. The plane was in Washington yesterday and was inspected by the Secretary of Treasury and Coast Guard officers at Headquarters.

U. S. Wins Military Team Test

The United States Army horse show team won the international military team jumping contest Sunday, Oct. 25, 1936, as the four-day Inter-American Horse Show came to a close at the Meadowbrook course, Washington, D. C.

The United States riders, comprised of officers from Ft. Myer, Va., attack the 16 formidable jumps in nearly perfect form to score a total of 31½ faults, boasting their grand total for the three days in which the team jumping was contested to 61½. The Chilean Army team, which led the first day, wound up with a total of 78 faults in the three days, while the Mexican team was far behind with a total of 98½ faults.

Summary:

International military team jumping, last day, winner determined on aggregate score for three days—First, United States Army Horse Show team, Ugly, Capt. H. M. Matteson, 16½ faults; Renzo, Lt. J. O. Curtis, 8 faults; Don, Lt. R. W. Curtis, 22½ faults; Dakota, Maj. J. T. Cole, 7 faults.

Second, Chilean Army team, Chilea, Capt. Eduardo Yanez, 24 faults; Tonada, Lt. Pelayo Izquierdo, 12 faults; Saltrera, Lt. Rafael Montt, 32 faults; Toqui, Capt. Eduardo Yanez, 4 faults.

Third, Mexican Army team, Valiente, Lt. Joaquin Chagoya, 16 faults; Don Juan, Capt. Francisco De La Rosa, 16 faults; Mayab, Lt. Amanu Quiroz, 16 faults; Azteca, Capt. Armando Villareal, 3½ fault.

Final standings—United States, 61½ faults; Chile, 78; Mexico, 98½.

Liquor Sales Near Hospitals

War Department policy relative to the location of liquor sales stores was set forth by Secretary Woodring in a letter this week to the District Alcohol Beverage Control Board in a case arising out of a license requested by a liquor dealer in the vicinity of Walter Reed General Hospital.

Secretary Woodring said: "The War Department will not object to the issuance of such a license for premises which are as far distant from the hospital residences and other facilities of Walter Reed General Hospital as the minimum distance required by the governing authorities of the District in the case of other hospitals, residences and similar facilities."

CEC, USNR, Enrollees

The following have been enrolled in the Corps of Civil Engineers, USNR, with rank from date shown:

Mr. Benjamin Franklin Rush, Honolulu, T. H., Lieutenant Commander, CEC-V(S), USNR, to rank from Sept. 9, 1936.

Mr. William L. Stenwell, Knoxville, Tenn., Lieutenant, CEC-V(S), USNR, to rank from Sept. 30, 1936.

Mr. Burl Heber Bush, Cleveland, Ohio, Lieutenant (Jg), CEC-V(S), USNR, to rank from Sept. 26, 1936.

Mr. Donald H. Mattern, Fountain City, Tenn., Lieutenant (Jg), CEC-V(S), USNR, to rank from Oct. 5, 1936.

Mr. Max Luft, Seattle, Wash., Lieutenant (Jg), CEC-V(S), USNR, to rank from Sept. 28, 1936.

Army Orders

(Continued from Page 189)

CAVALRY

MAJ. GEN. LEON B. KROMER, C. of CAV. Col. Guy S. Norwell, upon his own application is retired from active service, effective Nov. 30, after more than 39 years' service.

Maj. Richard N. Atwell, from 1st Cav. (Mech.), Ft. Knox, Ky., to QMC, Holabird QM Depot, Baltimore, Md.

Capt. Verne D. Mudge, from Ft. Ringgold, Tex., to Ft. Bliss, Tex.

Capt. Daniel De Bardeleben, from Philippine Dept., to Presidio of Monterey, Calif.

Each of the following officers from Philippine Dept., to station indicated: Capt. Charles R. Chase, 4th Cav., Ft. Meade, S. D.; Capt. Cary B. Hutchinson, 14th Cav., Ft. Sheridan, Ill.; Capt. John L. Ryan, Jr., 13th Cav., Ft. Knox, Ky.; Capt. Frank J. Thompson, 11th Cav., Presidio of Monterey, Calif.

Following officers relieved assignment indicated, to Philippine Dept., sailing from S. F. April 9, 1937: Capt. George V. Ehrhardt, Ft. Clark, Tex.; Capt. August W. Farwick, Ft. Bliss, Tex.; 1st Lt. Samuel L. Myers, Ft. Ringgold, Tex.; 1st Lt. Thomas F. Taylor, Ft. Meade, S. D.

FIELD ARTILLERY

MAJ. GEN. UPTON BIRNIE, JR., C. of FA. Maj. Arthur R. Wilson, from Ft. Leavenworth, Kans., to GSC, Washington, D. C.

Capt. Thomas E. de Shazo, from Ft. Bragg, N. C., to Philippine Dept., sailing from N. Y. March 18, 1937.

Capt. Daniel B. Floyd, from Ft. Bragg, N. C., to Philippine Dept., sailing from N. Y. March 18, 1937.

Capt. William A. Beiderlinden, from Philippine Dept., to 2nd Div., Ft. Sam Houston, Tex.

Each of the following officers is assigned as indicated after his name, effective upon completion of his present tour of foreign service in Philippine Dept.: Capt. William D. McNair, 84th FA, Ft. Riley, Kans.; Capt. James H. Workman, 5th FA, Madison Bks., N. Y.; 1st Lt. Leo W. Cather, to 1st FA, Ft. Sill, Okla.; 1st Lt. Edward G. Shinkle, to 18th FA, Ft. Sill, Okla.

Each of the following officers is assigned as indicated after his name, effective upon completion of his present tour of foreign service in Hawaiian Dept.: Capt. Frederick B. Porter, to 76th FA, Ft. Francis E. Warren, Wyo.; 1st Lt. Daniel L. Hine, to 5th FA, Madison Bks., N. Y.; 1st Lt. Elmer B. Thayer, to 7th FA, Ft. Ethan Allen, Vt.

1st Lt. Harold S. Sundt, from Panama Canal Dept., to 77th FA, Ft. Sill, Okla.

1st Lt. John P. Daly, from Presidio of Monterey, Calif., to Panama Canal Dept., sailing from S. F. Feb. 2, 1937.

1st Lt. George M. Wertz, Jr., from Ft. Sill, Okla., to Philippine Dept., sailing from S. F. April 9, 1937.

2nd Lt. Elmer J. Kochler, from Ft. Sheridan, Ill., to Hawaiian Dept., sailing from N. Y. March 18, 1937.

2nd Lt. Charles M. Peeke, from Ft. Riley, Kansas to Hawaiian Dept., sailing from N. Y. March 18, 1937.

2nd Lt. Harry J. Hubbard, from Ft. Bliss, Tex., to Hawaiian Dept., sailing from S. F. March 12, 1937.

2nd Lt. John N. Wilson, from Ft. Bliss, Tex., to Hawaiian Dept., sailing from S. F. March 12, 1937.

COAST ARTILLERY CORPS

MAJ. GEN. A. H. SUNDERLAND, C. of CAC. Lt. Col. Meade Wildrick, having been found incapacitated for active service is retired, effective Oct. 31, with rank of Colonel.

INFANTRY

MAJ. GEN. EDWARD CROFT, C. of INF. Maj. William L. Brown, previous orders revoked. Having been found incapacitated for active service is retired, effective Oct. 31.

Maj. Nell S. Edmond, from Peoria, Ill., to Philippine Dept., sailing from N. Y. March 18, 1937.

Capt. Wilbur N. Haltiwanger, Philippine Scouts, upon his own application is retired from active service, effective Dec. 31, with rank of Maj., after 26 years' service.

Capt. Ben R. Jacobs, from Ft. Hamilton, N. Y., to Panama Canal Dept., sailing from N. Y. March 2, 1937.

Capt. Charlie Q. Lifsey, from 57th Inf., Manila, P. I., to QMC, Philippine Dept.

Capt. Charles R. Smith, from 57th Inf., Ft. William McKinley, P. I., to QMC, Philippine Dept.

Capt. Russell P. Reeder, Jr., from Ft. Jay, N. Y., to 12th Inf., Ft. Washington, Md.

Capt. Hilton E. Heineke, from Vancouver Bks., Wash., to Hawaiian Dept., sailing from S. F. Nov. 24.

AIR CORPS

MAJ. GEN. OSCAR WESTOVER, C. of AC. Maj. Harold D. Smith, from Hamilton Fld., Calif., to OR, Pittsburgh, Pa., sailing from S. F. Dec. 19.

Maj. Michael E. McHugo (captain), from Scott Fld., Ill., to Moffett Fld., Calif., sailing from N. Y. Dec. 10.

PROMOTIONS

The promotion of each of the following named majors, DC, to the grade of lieutenant colonel, with rank from Oct. 27, 1936, is announced: Oscar P. Snyder, Rex McK. McDowell, Charles M. Taylor, Thomas L. Smith, Brantley L. Newsom, George R. Tressel, Frederic H. Bockoven.

The promotion of each of the following named officers is announced:

Capt. Arthur W. Stanley, QMC, to Maj., Oct. 28, 1936.

Lt. Col. James W. Lyon, CWS, to Col., Oct. 28, 1936.

Maj. Charles S. Ritchel, Inf., to Lt. Col., Oct. 28, 1936.

Ch. (1st Lt.) John E. Duffy, to Capt.

WARRANT OFFICERS

W. O. Arnold A. Altman, from Governors Island, N. Y., to AGD, Philippine Dept., sailing from N. Y. March 18, 1937.

W. O. Peter C. Tyler, from Philippine Dept., to AGD, 2nd Corps Area, Governors Island, N. Y.

W. O. Dudley G. Sansbury, previous orders amended to read: from AGD, 4th Corps Area, Atlanta, Ga., to SC, Atlanta, Ga.

W. O. Harry McGriff, from Honolulu, T. H., to his home and await retirement.

W. O. Joseph F. Ruth, from Baltimore, Md., to AGD, 2nd Corps Area, Governors Island, N. Y.

ORDERS TO ENLISTED MEN

So much of Par. 30, S. O. 230, W. D. 1936, as pertains to Pvt. Johnson C. Crawford, is revoked.

RETIREMENT OF ENLISTED MEN

The following enlisted men are retired at the place indicated on Oct. 31:

M. Sgt. Paul T. Martin, CWS, Presidio of San Francisco, Calif., with rank of 2nd Lt.

1st Sgt. Max Reischel, CAC, Ft. Worden, Wash.

M. Sgt. Peter Kroll, CE, Ft. Logan, Colo.

M. Sgt. William B. Morgan, DEML, Pasadena, Calif.

1st Sgt. Ramon Vazquez, Inf., San Juan, P. R.

8. Sgt. Gilbert T. Harrell, QMC, Ft. Adams, R. I.

M. Sgt. Prentiss Moore, QMC, Ft. Washington, Md.

Sgt. William H. Bailey, Inf., Ft. Jay, N. Y.

1st Sgt. Guy H. Smith, Inf., Ft. Benning, Ga., with rank of M. Sgt.

M. Sgt. Herbert H. Landers, DEML, Washington, Pa., with rank of 1st Lt.

Pvt. Francis E. Lynch, MD, Ft. Banks, Mass., with rank of Capt.

Sgt. Oliver Healy, DEML, Ft. McDowell, Calif.

1st Sgt. John McCarthy, CAC, Ft. DeRussy, Hawaii.

Sgt. Marcos Cada, CAC, Ft. Mills, P. I.

Sgt. Ignacio A. Fret, Inf., San Juan, P. R.

1st Sgt. John Hopper, Inf., Jefferson Bks., Mo.

T. Sgt. Isaac Yanov, MD, Fitzsimons General Hospital, Colo.

M. Sgt. Lee Corum, Cav., Ft. Brown, Tex.

M. Sgt. Florencio Sanchez, Inf., San Juan, P. R.

M. Sgt. Theodore P. Kurtz, OD, Ft. Winfield Scott, Calif.

RESERVES

Each of the following named second lieutenants of the Air-Res., is relieved from his present duty at Scott Fld., Ill., will proceed to New York, N. Y., and sail on the transport scheduled to leave that port on or about Oct. 30, 1936, for Hawaiian Dept.: G. S. Bond, H. C. Denison, B. G. Holloway.

Each of the following named second lieutenants of the Air-Res., is relieved from duty at Selfridge Fld., Mich., will proceed to New York, N. Y., and sail on the transport scheduled to leave that port Oct. 30, 1936, for Hawaiian Dept.: E. E. Bates, Jr., J. W. Berry, J. S. Marks, R. P. Schumacher.

Each of the following named second lieutenants of the Air-Res., is ordered to active duty, Nov. 16, 1936. On that date each officer will proceed to Hamilton Fld., Calif.: T. S. Alpert, E. D. Avary, J. R. Byerly, K. A. Harcos, J. H. Kelly, C. E. Peeler, W. S. Pocock, Jr., P. J. Prossen, B. A. Schriever.

2nd Lt. D. B. Diehl, Air-Res., from Mitchel Fld., N. Y., to Panama Canal Dept., sailing from N. Y. Oct. 30.

2nd Lt. M. H. Shedd, Air-Res., from Mitchel Fld., N. Y., to Panama Canal Dept., sailing from N. Y. Oct. 30.

2nd Lt. A. J. Sewart, Jr., Air-Res., to Mitchel Fld., N. Y.

2nd Lt. M. D. Unruh, Air-Res., to Mitchel Fld., N. Y.

Capt. G. E. Maxey, Chem.-Res., to Washington, D. C.

Capt. G. E. Viguier, Jr., Spec.-Res., to Brooklyn, N. Y.

2nd Lt. E. A. Peeler, Jr., Air-Res., to Mitchel Fld., N. Y.

2nd Lt. D. C. Schriever, Air-Res., to Mitchel Fld., N. Y.

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Capt. G. E. Maxey, Chem.-Res., to Washington, D. C.

Capt. G. E. Viguier, Jr., Spec.-Res., to Brooklyn, N. Y.

2nd Lt. E. A. Peeler, Jr., Air-Res., to Mitchel Fld., N. Y.

Capt. G.

Gas Tax Rulings

(Continued from Preceding Page)

are to be paid, it is to be borne in mind that the United States has no single identity, for the exclusive use of which such motor vehicle fuels may be purchased. The United States both purchases and uses such fuels by its agencies and instrumentalities only. Of a consequence, such motor vehicle fuels so sold for the exclusive use of any agency or instrumentality of the United States in the performance of its appropriate governmental functions, are exempt from such taxes. (Graves v. Texas Co., 56 Sup. Ct. Rpt., 818, supra).

"Commissaries and post exchanges are among such agencies and instrumentalities. (JAG 463.7, Sept. 21, 1929; id., May 3, 1930; id., Dec. 31, 1930; id., 012.311, Nov. 9, 1932.) Accordingly, sales of gasoline and other motor vehicle fuels to any commissary or post exchange are exempt from taxation under the authority of said section 10."

3. In the opinion above referred to it was stated that "the phrase for the exclusive use of the United States" where used in said section 10 was intended to have reference to gasoline and other motor vehicle fuels sold to or for the account of, the United States or any agency or instrumentality thereof ***."

Governmental agencies or instrumentalities as contemplated by the foregoing statement include all activities organized under law or regulation for the purpose of carrying out the functions of the Federal Government. They also include such other activities of a similar nature which are recognized and controlled by the military establishment.

4. In Digest Opinions of the Judge Advocate General, 1912, page 636, it is stated: "Congress may establish such agencies or instrumentalities in connection with the military establishment as it may deem necessary to the efficiency or comfort of the troops or desirable for their welfare. A similar right to establish Government agencies and instrumentalities and to prescribe suitable regulations for their government and administration has been resorted to by the Secretary of War whenever the necessities of the military establishment have warranted such exercise of executive power, and his action in establishing them and prescribing rules for their government and control has been recognized by Congress in making appropriations for their support and has been recognized by the courts and by other executive departments of the Government. The practice of establishing such Government agencies and instrumentalities has existed for more than a century. ***"

5. Under the provisions of AR 210-50, Dec. 31, 1934, there are authorized to be established at posts, camps and stations numerous activities in the form of unit or similar funds which are necessary for the transaction of Government business or are in the interest of morale, welfare and efficiency of the military establishment. Like post exchanges which have long been recognized as governmental agencies, activities organized under the regulations above cited or other similar authority are so administered and controlled by the military authority as to leave no doubt that they are carrying out functions of the Government and are instrumentalities of the United States (JAG 012.301, Sept. 15, 1936). There are other activities which although not specifically enumerated in regulations have been established with the approval of the War Department and which occupy a position and render service similar to those which are established under specific regulations. Such activities are recognized by the War Department and are maintained under appropriate administrative authority. The nature and purpose of activities of their character are such that for purposes of amenability to Federal and state taxation they have long been regarded as governmental agencies. (Circular 54, War Department, Dec. 8, 1932; Op. Com. Int. Rev., Atlanta, Georgia.) Officers' clubs and noncommissioned officers' clubs are examples of that type of activity.

6. It is assumed that all of the activities listed in paragraph 1, supra, were established and are being maintained either with the special authority of Army Regulations or with recognition and approval of the War Department. If that assumption is correct, it is my opinion that they are governmental agencies or instrumentalities of the United States Government and that gasoline sold to them is sold to or for the account of the United States for its exclusive use and that no tax under section 10, act of June 16, 1936, supra, is applicable thereto.

7. The foregoing views are not to be understood as affirming the applicability of the statutes of Georgia or any other state under the authority of section 10, act of June 16, 1936, supra.

IV—Opinion of the Attorney General—Taxes on sales of gasoline.—The following opinion rendered by the Attorney General in a letter, dated Sept. 21, 1936, to the Secretary of War is published for the information and guidance of all concerned:

"I have your letter of Aug. 28, 1936, in which you request my opinion as to whether

the territorial fuel tax law of Hawaii imposes a tax on the sale of liquid fuel by the commissaries and post exchanges in sales made other than for the exclusive use of the United States." You state that taxes on such sales are now being collected and temporarily impounded.

The question which you have submitted involves both the territorial laws of Hawaii and the following section of the Act of Congress approved June 16, 1936 (Pub. No. 886, 74th Cong.):

Sec. 10. (a) That all taxes levied by any State, Territory or the District of Columbia upon sales of gasoline and other motor vehicle fuels may be levied, in the same manner and to the same extent, upon such fuels when sold by or through post exchanges, ship stores, ship service stores, commissaries, filling stations, licensed traders, and other similar agencies, located on United States military or other reservations, when such fuels are not for the exclusive use of the United States. Such taxes, so levied, shall be paid to the proper taxing authorities of the State, Territory or the District of Columbia, within whose borders the reservation may be located.

(b) The officer in charge of such reservation shall, on or before the fifteenth day of each month, submit a written statement to the proper taxing authorities of the State, Territory or the District of Columbia within whose borders the reservation is located, showing the amount of such motor fuel not sold for the exclusive use of the United States during the preceding month."

The provisions of this Act are clear. The Territory of Hawaii is permitted by the Federal Government to levy taxes upon sales of motor vehicle fuels sold by or through the designated agencies located on United States military or other reservations when such fuels are not for the exclusive use of the United States. It is not authorized to levy taxes when such fuels are for the exclusive use of the United States. The officers in charge of Federal reservations are required merely to report the amount of such motor fuels sold otherwise than for the exclusive use of the United States.

It lies with the territorial government and its appropriate officers to construe its laws and to determine whether or not under them taxes are to be levied upon sales by or through such agencies located on such reservations of motor vehicle fuels which are not for the exclusive use of the United States. If

the territorial officers levy such taxes, any question respecting the legality of the levy would be one concerning the territorial government and those subjected to the tax, rather than one arising in the administration of your Department.

While an officer of your Department may be chargeable with collecting and paying over to the appropriate territorial officers the taxes upon sales properly subject thereto, his function is only that of a collector, acting in behalf of the territory under authority from the Congress. An officer chargeable only with collecting taxes is not authorized to review the acts of other public officers whose duty it is to levy the taxes and for that purpose to interpret the laws. The principle is illustrated by the following statement of the court in *Smyth v. Ticeomb*, 31 Me. 272, 285, 286, quoted in my opinion of August 16, 1935, to the Secretary of the Treasury:

"A public officer entrusted with the collection and disbursement of revenue, in any of the departments of the government, has no right to refuse to perform his ministerial duties, prescribed by law, because he may apprehend that others may be injuriously affected by it, or that the law may, possibly, be unconstitutional. He is not responsible for the law, or for the possible wrongs which may result from its execution. He cannot refuse to act, because others may question his right. The individuals to be affected, may not doubt the constitutionality of the law; or they may waive their supposed rights or wrongs; or may choose to contest the validity of the enactment, personally. Public policy, as well as public necessity and justice, require prompt and efficient action from such officers."

My predecessors, by virtue of Section 356 of the Revised Statutes (U.S.C., Title 5, Sec. 304), have refrained from expressing opinions upon questions submitted by the head of a department but not actually arising in the administration of his department, and I do not feel at liberty to depart from the established practice. I therefore do not attempt to construe, either alone or in conjunction with the above-quoted Act of Congress, the territorial laws of Hawaii under which the officers of that territory may purport to levy taxes upon sales of motor vehicle fuels which are not for the exclusive use of the United States, whether sold "by or through post exchanges, ship stores, ship service stores, commissaries, filling stations, licensed traders, and other milli-

tary or other reservations," or otherwise; nor do I venture any opinion upon the validity or scope of such laws.

Of course, any attempt by the territorial authorities to tax such motor vehicle fuels sold or disposed of "for the exclusive use of the United States" might present a question requiring determination by proper officers of the Federal Government and might arise in the administration of your Department. However, since no such issue has been raised there is no occasion for dealing with it here. For the present it would seem that the persons conducting the agencies indicated in the statute, if in doubt regarding the levy, collection or payment of taxes upon sales of motor vehicle fuels, should consult the proper taxing authorities of the territory; and the officers in charge of the reservations where such agencies are located should submit to the territorial authorities the written statements prescribed by Section 10 (b) of the Act of June 16, 1936, hereinbefore quoted."

Ft. DuPont Beats Marines

Delaware City, Del.—Overcoming a touchdown lead, the powerful, undefeated Fort DuPont football team turned back the Quantico Marine eleven of Quantico, Va., 14-6, Monday, Oct. 26, before a crowd of 8,000 fans.

The victory marked the first time Capt. B. F. Chadwick's First Engineers had taken the Marines and it enabled them to revenge a 72-6 beating administered them in their last encounter at Quantico several years ago, while keeping the season's record unmarred.

It was the sixth win in a row for Fort DuPont and further strengthened their hold on the mythical Army eastern championship. Fath scored the initial touchdown for the Engineers added two extra points by converting after both his and Walters touchdowns. Sykes scored the lone Marine touchdown on a 45 yard run.

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Personals

Col. and Mrs. William Bassett Graham, Inf., USA, and Miss Violet Graham, who have been living in Berkeley since their return from the Philippines early in the year, have moved to San Francisco, and are at 2433 Filbert Street.

The first meeting of the Navy Unit of the Red Cross, of which Mrs. Claude A. Swanson, is chairman, will be held in the Red Cross rooms, 1730 "E" Street, N. W., Tuesday morning, Nov. 3, from 10 until 12 o'clock. Father Buck, Superintendent of the Episcopal Eye, Ear, Nose, and Throat Hospital will give a short talk at 10:30 A. M.

Two Ft. Benning officers will leave the Infantry School on Oct. 31, enroute to Ft. Sill, Okla., where they will become students in a short course of instruction being conducted at that post, which corresponds to the refresher course of the Infantry School. They are Lieutenant Colonel William H. H. Morris, commanding officer of the 68th Infantry (Light Tanks), and Major William P. Wharton, plans and training officer of the 29th Infantry.

The annual gathering of officers of the U. S. Field Artillery on duty in Washington and vicinity was held at the Army and Navy Country Club, Friday, Oct. 23, 1936.

Maj. Gen. Upton Birnie, USA, Chief of Field Artillery, was the honored guest at the dinner and dance.

Lt. Comdr. Edwin W. Holden, USNR, is confined to his home in Woodhaven, N. Y., with broken right leg. Lt. Comdr. Holden was on a hunting trip in the Adirondack mountains and stepped into a deep hole onto a rock sustaining what was thought at first to be badly sprained ankle but which an X-ray showed to be a broken fibula bone in the right leg. He will be "at home" for the next month. This accident has caused him to have to cancel two addresses he was scheduled to make on Navy Day.

A dinner dance was given Friday, Oct. 23, 1936, at the Army War College, by Miss Virginia Ridgeway, daughter of Maj. and Mrs. Ridgeway, of this year's Army War College class. The guests were Miss Betty Boschen, daughter of Maj. Gen. Frederick W. Boschen, Chief of Finance, USA, Antonette Bara, daughter of Col. and Mrs. Robert H. Fletcher, a graduate of last year's Army War College, Miss Eleanor Blackington, niece of Col. and Mrs. Harry D. Mitchell, Lt. N. B. Johnson, of Anacostia Naval Air Station, Mr. C. G. Blanchard, of the Congressional Reference Library, Mr. Sam Myers, and Mr. C. E. Loeber. It was a very fine dance with ample room on the

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dance floor for the various routines by the people present.

A dinner dance was given Saturday, Oct. 24, 1936, at the Country Club by Miss Betty Boschen. The guests present were Lt. and Mrs. Hamilton Savage, Miss Eleanor Blackington, Mr. Dan Debill and Mr. Loeber. The people who joined the party after the dinner were Miss Louise Terrine Ryder, daughter of Col. and Mrs. Charles W. Ryder, Mr. Sam Myers.

This coming week-end, Hallowe'en, a scavenger hunt will be held by members of both parties and they will be the guests of Miss Eleanor Blackington at the home of Col. and Mrs. H. D. Mitchell, Chevy Chase.

Members of the Southern Essex Chapter, ROA, attended the football game at West Point on Oct. 24, 1936. The group was composed of members of the association and their wives, and was headed by Judge Albert L. Vreeland, who is a 1st Lieutenant in the MI-Res., and President of the Southern Essex Chapter, Reserve Officers' Association.

A surprise party was held on the evening of Oct. 21 in honor of Lt. Col. Clifford M. Tuteur, FA, by officers of the 308th Field Artillery at the Regimental Headquarters, East Orange, N. J. The 308th Field Artillery turned out en masse for the occasion and presented Colonel Tuteur with a beautiful gold wrist watch. Colonel and Mrs. Tuteur depart on a round-the-world cruise on Oct. 29 aboard the Dollar Line Steamship President Monroe, sailing from Jersey City, N. J.

Rear Adm. Russell R. Waesche, Commandant of the Coast Guard and Comdr. C. G. Roach, Comdr. of the William J. Duane, gave a luncheon aboard the William J. Duane at 1 p.m. Tuesday, Oct. 27, Navy Day. The guests were Admiral William H. Standley, Chief of Naval Operations, Rear Adm. Pettingill, Commandant of Washington Navy Yard, Rear Adm. Courtney, Director of Naval Communications, Rear Adm. Bowen, Chief of Bureau of Engineering, Rear Adm. Land, Chief of Bureau of Construction and Repair, Maj. Gen. Russell, Commandant Marine Corps and Capt. Johnson.

On Wednesday, Oct. 28, at 12:30 p.m., Admiral Waesche and Comdr. Roach gave a luncheon aboard the William J. Duane. The guests were Secretary of the Treasury, Henry Morgenthau, Jr., Acting Director of the Budget, Daniel W. Bell, Assistant Secretary of the Treasury, Wayne C. Taylor, Assistant Secretary of the Treasury, Stephen B. Gibbons, General Counsel of the Treasury, Herman Oliphant, Assistant to the Secretary of the Treasury, Herbert E. Gaston, Administrative Assistant to the Secretary of the Treasury, William H. McReynolds and Capt. Johnson.

Col. and Mrs. A. L. P. Sands, FA, USA, who were married Oct. 2, 1936, in Jacksonville, Fla., are now residing at the Bayshore Royal Hotel, Tampa, Fla.

Maj. and Mrs. William P. Richards, USMC, of Parris Island, S. C., are visiting the latter's parents, Lt. Col. T. D. Barber, USMC-Ret., and Mrs. Barber in Hendersonville, N. C.

Maj. Gen. and Mrs. Lytle Brown, USA, will soon be settled in their new home, Route 5, Del Rio Road, Franklin, Tenn.

Lt. Col. and Mrs. A. B. Johnson, OD, USA, of Chicago, are guests of Maj. Gen. J. B. Allison, Chief Signal Officer, USA, for a few days.

Mrs. Oliver S. Eskridge has returned to her home at 1010 N. Charles Street after spending three months in Florida with her son, Hazard, who is with the Army Engineers in Jacksonville. Lydia Eskridge has returned to the Johns Hopkins School of Hygiene and Public Health after four months in Europe.



MRS. CHARLES K. BERGIN
who before her marriage to Lt. Charles K. Bergin, USN, at Annapolis, Md., Oct. 21, 1936, was Miss Katharine Philbrick, daughter of Capt. and Mrs. Manning H. Philbrick (SC), USN.

Weddings and Engagements

The wedding of Miss Helen Kaelin, daughter of Mr. Werner Kaelin and the late Mrs. Kaelin, to 2nd Lt. Arthur Allison Fickel, AC, USA, took place on Monday, Oct. 19, 1936, at the Congregational Church at Grantwood, N. J., with the Rev. Dr. Silas Rees officiating. The church was decorated with masses of brilliant autumn leaves, banked with gold and bronze crysanthemums, the only illumination being soft light from clusters of tall white candles.

At four o'clock to the music of the Lohengrin Wedding March, the bridal party entered. The ushers, Lt. James Walsh, AC, USA, and Mr. Gordon Kaelin, with the matron of honor, Mrs. George Allan Bell of Shanghai, preceded the bride who entered on the arm of her father. She wore a gown of white satin Chinese brocade with trimming of Duchesse lace. The short full veil was of Duchesse and Rose Point lace, held in place with bouvardia blossoms. She carried a nosegay of white rosebuds and bouvardia, and wore pearls as her only ornament. Her gown was the one worn by the bridegroom's mother, when as Marion Allison she was married to the then Lieutenant Fickel at the Church of St. Cornelius the Centurion at Governor's Island.

Mr. Norris Aikens was the best man. The matron of honor wore a princess gown of wine velvet with train and a coronet of braided velvet and carried bronze crysanthemums. The bridegroom's mother wore grape tone velvet, with a gold turban and corsage of orchids. A reception and supper followed the ceremony.

Lieutenant Fickel, who is the son of Col. and Mrs. Jacob Earl Fickel, AC, USA, was graduated from the Military Academy at West Point in 1935, and from the Advanced Flying School at Kelly Field on Oct. 9. After a short wedding trip the young couple will take station at Kelly Field, Tex., and will sail from San Francisco for Panama in December.

The marriage of Miss Katharine Philbrick, daughter of Capt. and Mrs. Manning H. Philbrick, (SC), USN, to Lt. Charles K. Bergin, USN, son of Mr. and Mrs. D. Lee Bergin, of Baltimore, Md., took place at 5 P. M., Oct. 21, 1936, in the Chapel of the United States Naval Academy. Chaplain Edward A. Duff, of Washington, performed the ceremony.

The bride who was given in marriage by her father, wore a gown of ivory satin with a seed pearl collar, and her veil was of tulle, with a rose point cap. She carried a bouquet of gardenias and lilies-of-the-valley. Miss Jeanette Philbrick, sister

of the bride, was her only attendant. The bridegroom's best man was Capt. E. C. Dyer, USMC, and the ushers were Lt. (Jg) H. L. Tallman, USN, Lt. (Jg) G. B. H. Stallings, USN, Lt. (Jg) E. H. Pope, USN, Lt. (Jg) G. W. Willcox, USN, Lt. (Jg) L. W. Nilan, USN. Out of town guests included friends from Boston, Mass., Newport, R. I., Philadelphia, Baltimore, Washington and Norfolk.

A reception at the home of Captain and Mrs. Philbrick followed the ceremony. Mrs. Bergin's going-away costume was a fur trimmed rust woolen suit. Lieutenant and Mrs. Bergin will live in Washington.

A wedding of great interest took place Oct. 24, 1936, at Orange, Va., when Miss Eleanor Bernard Montgomery, daughter of Col. and Mrs. John C. Montgomery, USA-Ret., was married to Malcolm Graham Cameron. The bride is a granddaughter of the late Gen. Fitzhugh Lee, once governor of Virginia, and a great-great-niece of Robert E. Lee. Mr. Cameron is the son of Mr. and Mrs. Barton Cameron, of Inverness, Gordonsville, Va., and a grandson of the late Mr. and Mrs. Alexander Cameron, of Gordonsville and Richmond.

The wedding ceremony was in St. Thomas Church with the Rev. Henry Batcheller officiating, assisted by the Rev. Mr. Ryley. This was an all white wedding, the bride and her attendants wearing snowy gowns and the church being decorated with white chrysanthemums and the chancel banked with evergreens.

Mr. and Mrs. Cameron will take a cruise to Bermuda and Nassau, going to Warrenton, Va., for November and to Ft. Myers, Fla., for December.

Lt. Col. Harry Schmidt, USMC, and Mrs. Schmidt, announce the engagement of their daughter, Bernice, to Lt. (Jg) William B. Moore, USN. Lieutenant Moore is a graduate of the Naval Academy, class of 1930 and the son of Mr. and Mrs. Felix Moore of Falls Church, Va. The wedding is to take place in San Francisco in December.

Announcement has been made of the engagement of Miss Helen Dunbar, daughter of Comdr. and Mrs. Palmer H. Dunbar, Jr., USN, to Ens. James E. Vose, Jr., USN. The twelfth of December has been set as the day of the wedding.

Mr. and Mrs. George H. Calvert, Jr., announce the engagement of their daughter, Miss Margaret Peyton Calvert, to Lt. (Jg) James D. Collett, USN.

Lieutenant Collett is the son of Mrs. Baughman, wife of Capt. Cortland C. Baughman, USN, now in command of the USS Cincinnati, stationed at Coronado.

(Please turn to Page 196)

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Posts and Stations

WASHINGTON, D. C.

October 29, 1936

Col. Julian C. Smith, USMC, and Mrs. Smith of Alexandria entertained at dinner Oct. 26 on the occasion of the singing debut of their niece, Miss Ann James, daughter of Mr. and Mrs. E. Roy James of Havre de Grace, Md.

Additional guests will join the party at supper. Miss James is following in the footsteps of other Washington and New York society girls in choosing for herself a professional career. She is slender and a blonde, with a lovely fair complexion and classic features.

Maj. Gen. and Mrs. Francis J. Kieran, USA-Ret., have returned from Asheville, N. C., where they have been for several months.

Col. H. H. Acheson, CAC, USA, and Mrs. Acheson and their small son are at the Martinique for a short stay.

Lt. (jg) and Mrs. P. W. Garnett, USN, are in Washington and are visiting their respective parents before leaving for Lieutenant Garnett's new post in China.

Col. W. B. Ladue, USA-Ret., and Mrs. Ladue of Charleston, S. C., are at the Martinique for a few week's stay.

Col. and Mrs. Jeter Horton, (AQM), USMC, have as their guest Miss Suzanne Preston Wilson of Stratford Lodge, Bryn Mawr, Pa.

WEST POINT, N. Y.

October 26, 1936

Capt. Pierre Mallett and Mrs. Mallett of Fort Meyer, Va., had the week-end with Lt. Col. Jacob Deners and Mrs. Deners. Maj. William R. Frost and Mrs. Frost of Newburgh, N. Y., entertained at dinner Friday night before the Cabaret Hop for the Deners and their guests.

Lt. Col. Omar Bradley and Mrs. Bradley had as house guests for the week-end Lt. Col. Roscoe B. Woodruff, Mrs. Woodruff and their daughter, Dorothy Woodruff, all of Washington, D. C.

The second officer's hop of the fall season was held on Friday night at the Thayer West Point Inn. Many of the post personnel entertained at dinner before the dance at which Col. Frank W. Weed and Mrs. Weed received. The ballroom of the inn was arranged with tables surrounding the dance floor and during the evening a floor show was given by several members of the post.

One of the largest dinners was given by Capt. Claude E. Howsell and Mrs. Howsell and Capt. Elwyn D. Post and Mrs. Post who entertained at the Half Moon Inn in Cornwall, N. Y. Their guests included, Lt. Col. Dennis E. McCunniff and Mrs. McCunniff, Lt. Col. Omar N. Bradley and Mrs. Bradley and their guest Lt. Col. Roscoe B. Woodruff of Washington, Capt. Edwin S. Sibert and Mrs. Sibert, Capt. Ira P. Swift and Mrs. Swift, Capt. Edward W. Bowes and Mrs. Bowes, Capt. Donald McLean and Mrs. McLean, Capt. Leonard N. Rodleb and Mrs. Rodleb, Capt. Francis R. Stevens and Mrs. Stevens, Capt. George W. Smythe and Mrs. Smythe, Capt. Clyde E. Eddleman and Mrs. Eddleman, Capt. Godwin Ordway, Jr., and Mrs. Ordway, Lt. Carl F. Fritzsche and Mrs. Fritzsche, Lt. Chandler P. Robbins, Jr., and Mrs. Robbins, Lt. Francis E. Resta and Mrs. Resta and Lt. Edward B. Hempstead and Mrs. Hempstead.

Lt. Thomas M. Watlington, Jr., and Mrs. Watlington were host at a dinner at their quarters on Friday night for a large group of friends.

ANAPOLIS, MD.

October 27, 1936

The wedding of Miss Elizabeth Compton Nicols and Lt. Joseph Eugene Michael Wood, was solemnized in the Naval Academy Chapel, on October 21 at 7 P. M. Chaplain William N. Thomas officiated. The bride is the daughter of Mrs. George Bayard Nicols, and the late Mr. Nicols. Mr. John Lloyd Nicols gave his sister in marriage, and her lovely wedding gown was of white satin, with which she wore a trailing veil of Duchesse lace, and carried roses and lilies-of-the-valley. Mrs. H. D. Baker, her sister's matron of honor, was gowned in red velvet, and wore a gold lace cap. She carried talisman roses. Two other sisters of the bride, Mrs. Thomas Irving Hall, of New York, and Mrs. John Robert Groce, of Washington, were bridesmaids, and gowned in sapphire blue velvet, with turbans of the same material, and they carried pink roses. The bride's three nieces were flower girls, and wore blue moire gowns and carried old-fashioned nosegays. They were Virginia and Elizabeth Baker, and Susan Pendleton Grove. Lt. H. D. Baker was the best man. Lt. Comdr. Elmer Kiehl, Lt. Bradford Bartlett, Richard G. McCool, John M. McIsaac, and Leo W. Nilan, USN, and Capt. Thomas B. Jordan, USMC, were the groom's ushers. After the wedding a reception for the family and a few close friends was held at Carvel Hall, Lieutenant and Mrs. Wood will live at 209 Hanover Street, Annapolis, after their wedding trip.

Mrs. Herbert K. Fenn, wife of Comdr. H. K. Fenn, USN, with their son, returned on October 21, from the Woman's Hospital in Baltimore, to their home in Wardour.

Capt. and Mrs. Bryson Bruce are enter-

taining at dinner on Friday, October 30, at their quarters in the Naval Academy. There will be twelve guests.

Mrs. Humphreys, wife of Lt. Charles Wayne Humphreys, USN, has returned to her home from a visit to her mother, Mrs. E. Hanan, of Pittsburgh, Pa.

Lt. Comdr. Phillip Van Horn Weems, USN-Ret., Mrs. Weems, and their daughter, Miss Margaret Weems, have just returned from Europe, where they spent five months.

OCEAN CITY, MD.

October 29, 1936

Lt. Col. and Mrs. Roy S. Geiger, USMC, entertained at cocktail Oct. 21 for the officers and families of Aircraft Fleet Marine Force at the officers' mess.

Lt. Col. and Mrs. Gilder D. Jackson, USMC, have as a week-end guest Mrs. James Thayer of Philadelphia. Colonel and Mrs. Jackson entertained at a small cocktail party in her honor Oct. 23.

Lt. Col. and Mrs. Louis R. Jones, USMC, left Oct. 23 to visit their relatives in Pittsburgh for a few days.

Comdr. Paul Yeisley, (DC), USN, is visiting his parents, the Rev. and Mrs. Wilson Yeisley, of Greenville, Pa., for a week.

1st Lt. and Mrs. R. R. Porter, USMC, visited Mrs. E. B. Sayre of Overbrook, Pa., last weekend. Lieutenant and Mrs. Porter are entertaining Mr. and Mrs. H. W. Styer of Lakewood, N. J., this weekend.

Miss Jane Brown of Pittsburgh is spending a few days with 1st Lt. and Mrs. Boeker Batterton, USMC.

1st Lt. and Mrs. W. A. Kengla, USMC, spent the week-end in Philadelphia as the guests of Mrs. Kengla's mother, Mrs. A. W. Loudenslager.

FT. BARRANCAS, FLA.

October 29, 1936

Lt. and Mrs. George R. Wilkins, 13th CA, returned Oct. 20 from a honeymoon trip to Texas.

Wednesday, Oct. 21, will be celebrated as Organization Day by the 13th Coast Artillery. The day commemorates the first occupation of Fort Pickens, Fla., by U. S. Troops on Oct. 21, 1834. In the morning there will be a Regimental Review, a reading of the Regimental History, and a round robin base-ball tournament; a keg of beer going to the winning battery. There will be a regimental dance at Gorgas Hall in the evening.

The 54th Coast Artillery (AA) will train at Ft. Barrancas from Nov. 1 to 14.

SAN DIEGO, CALIF.

October 29, 1936

Rear Adm. Clark H. Woodward, USN, was host Saturday evening at a dinner for twelve on board the USS Detroit. Col. and Mrs. Ira C. Copley were the guests of honor.

Capt. Frederick E. Porter, (MC), USN, commanding officer at the Naval Hospital, and Mrs. Porter held a reception at their home Sunday afternoon for the officers of the hospital and their wives.

Capt. Paul P. Blackburn, USN, commanding the Naval Training Station, and Mrs. Blackburn were hosts at a dinner for twelve Friday evening.

The bachelor officers of the USS Detroit entertained with a cocktail party at the U. S. Grant Hotel, Friday afternoon in compliment to Rear Adm. and Mrs. Clark H. Woodward, USN. Efforts are to be made to form a permanent bachelor club here, similar to one on the east coast.

Rear Adm. Middleton S. Elliott, (MC), USN, and Mrs. Elliott were hosts at an at home Sunday afternoon, and were assisted in receiving by their daughters, Miss Carol Elliott and Mrs. Newsom.

Mrs. Merritt B. Curtis and children are leaving soon to join Major Curtis, USMC, who is on duty in China. A farewell luncheon was given for Mrs. Curtis on Tuesday by Mrs. Benjamin S. Henderson, wife of Lieutenant Henderson, USN.

Capt. and Mrs. Vernon M. Guymon, USMC, have as their house guest the latter's mother, Mrs. John McKay of New Orleans.

Mrs. William E. Findelsen, wife of Commander Findelsen, (MC), USN, is leaving on a trip east where she will attend a wedding in Birmingham, Ala.

FT. MCCELLAN, ALA.

October 23, 1936

The Officers' Club of Ft. McClellan entertained at a dance at Shingle Hall on Friday evening. Dancing was enjoyed to a late hour. Light refreshments were served during the evening. The Fourth Corps Area Band School orchestra furnished the music.

Maj. Murray B. Dilly, SC, and Mrs. Dilly were the guests of Col. and Mrs. H. C. Michie this week, arriving late Wednesday evening. Major Dilly has been on leave in Texas, while there they made a visit to the Texas Centennial and were on their way back to Ypsilanti, Mich., where Major Dilly is on duty with the National Guard of Michigan.

Mrs. Ernest Sammons, who is visiting in Atlanta during the absence of Major Sammons at Barksdale Field, La., spent the day at home Wednesday. She had as her guests her

sister-in-law, Mrs. Red Frew of Atlanta and her little daughter. They returned to Atlanta late Wednesday afternoon.

New arrivals at District D, CCC, headquarters during the past week are Lt. Green and Lt. Graham, from District C; Lt. Tomas W. Lee and Lt. Robert E. Lee, who are awaiting assignment, and Lt. Valiant, who is assigned to the camp at Mentford.

Captain Cramer, Lt. Lionel Ingram, Adjutant District D, CCC, and Lieutenant Carter, all with District D, CCC, left early Friday morning for Binghamton, N. Y. They were in charge of the troop train of about five hundred enrollees in the CCC, who will train at a camp at Binghamton. These officers will return to Ft. McClellan the first part of next week. This is the second contingent of enrollees shipped from Ft. McClellan recently, another train, of about 300 enrollees, having left Ft. McClellan for Camp George G. Meade, Md., last week-end, to be assigned to camps in that district. There are still over one hundred enrollees at Ft. McClellan, waiting assignment to camp. This will complete an enrollment of over 900 boys to fill vacancies created by the completion of their tour of duty by boys who had secured employment on the outside and did not wish to re-enroll.

FT. BRADY, MICH.

October 27, 1936

Mrs. C. G. Banks and Mrs. M. Alexander entertained the Post Ladies' Bridge Club at the home of Mrs. Alexander. The following guests were present: Mrs. J. L. Bachus, Mrs. J. E. Brady, Jr., Mrs. P. M. Crawford, Mrs. H. M. Grizzard, Mrs. S. F. Howard, Mrs. C. R. Jones, Mrs. R. W. Stika, Mrs. G. W. C. Whiting, Mrs. V. J. Anderson, Mrs. A. J. Armstrong, Mrs. H. S. Bowman, Mrs. H. R. Davis, Mrs. L. E. Drexler, Mrs. F. C. Endres, Mrs. L. D. Jones, Mrs. K. H. Kellor, Mrs. P. T. Line, Mrs. A. G. Maercklein, Mrs. E. A. Muth, Mrs. Perry, Mrs. E. S. Thompson, and Mrs. L. J. Wallen. Mrs. Brady won first prize and Mrs. Maercklein won second prize.

Capt. and Mrs. C. G. Banks entertained with a bridge dinner at their quarters on October 21, 1936. Among their guests were: Lt. Col. and Mrs. G. W. C. Whiting, Maj. and Mrs. S. F. Howard, Capt. and Mrs. H. M. Grizzard, Maj. and Mrs. P. M. Crawford, Lt. and Mrs. C. D. Wiegand, Capt. L. S. Sorley, Jr., and Mrs. J. E. Brady, Jr. Prizes for high score were won by Mrs. H. M. Grizzard and Maj. S. F. Howard.

Capt. and Mrs. H. M. Grizzard entertained at dinner Saturday evening at their quarters at the Marine Barracks in the Navy Yard in honor of Capt. and Mrs. Herbert H. Michael, who is their house guest. The guests numbered twenty.

Capt. and Mrs. Herbert H. Michael were hosts Saturday night at a dinner at their quarters at the Naval Base in honor of Comdr. and Mrs. Archibald McGinniss. Covers were laid for ten.

Capt. and Mrs. J. P. Juhan entertained at dinner Saturday evening at their quarters at the Marine Barracks in the Navy Yard in honor of Capt. and Mrs. Herbert H. Michael, who is their house guest. The guests numbered twelve.

Mrs. Herbert H. Michael was hostess Wednesday at a luncheon followed by bridge at her quarters at the Naval Base in honor of Mrs. John B. Kaufman, Jr.

(Continued on Next Page)

NORFOLK, VA.

October 30, 1936

Capt. and Mrs. James A. Randall entertained at dinner Wednesday evening at their home on North Shore Point.

Capt. and Mrs. T. W. Leutze entertained Tuesday night at a buffet supper at their home in the Navy Yard in honor of their niece, Miss Marie Branfahr, of New York, who is their house guest. Capt. and Mrs. Leutze's other guests included Lt. Comdr. and Mrs. R. W. Fleming, Misses Margaret and Phyllis Hammond, Hope and Eleanor Norris, Phyllis Freeman, Jane Taylor, Betty Winborne, Mary Wilson Pugh, and John D. N. McLaughlin, Waverly Winborne, John Marshall, Jr., O. Green, Lt. R. E. Perkins, Lt. R. R. Craighill, Lt. J. W. Leverton, Lt. S. P. Moncure, Lt. O. D. Waters, Jr., and Lt. T. F. Riley.

Mrs. Charles S. Freeman entertained a group of friends at a porch party Thursday morning at her home in the Navy Yard. Her guests numbered twenty.

Capt. and Mrs. Herbert H. Michael were hosts Saturday night at a dinner at their quarters at the Naval Base in honor of Comdr. and Mrs. Archibald McGinniss. Covers were laid for ten.

Capt. and Mrs. J. P. Juhan entertained at dinner Saturday evening at their quarters at the Marine Barracks in the Navy Yard in honor of Capt. and Mrs. Herbert H. Michael, who is their house guest. The guests numbered twelve.

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(Continued on Next Page)



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Posts and Stations
(Continued from Preceding Page)

PT. BELVOIR, VA.
October 24, 1936

A distinguished visitor at Ft. Belvoir last week-end was General Jay Morrow who was the guest of Col. and Mrs. Julian L. Schley. General Morrow, brother of the late Dwight Morrow, will be remembered as Governor of the Panama Canal Zone, as an arbitrator with General Pershing in the settling of the Taca-Arica border dispute in Chile, and for many other notable public services. From Belvoir, General Morrow returned to his home at Englewood, N. J.

Col. and Mrs. William R. Dear and their daughter Frances visited last week-end at the country home of Mr. H. C. Rogers in Hamilton, Va.

Capt. and Mrs. William W. Bessell, Jr., were the guests last Saturday of Lt. and Mrs. H. W. Schull, Jr. Captain and Mrs. Bessell are staying at the Martinique in Washington for a week or ten days prior to sailing for France where Captain Bessell will serve as a member of the Battle Monuments Commission under General Pershing.

Mrs. Robert K. McDonough returned to Ft. Belvoir this week after a three weeks' visit at the home of her family, Col. and Mrs. Stanley L. James, in Omaha, Neb. Her sister, Miss Betty James, returned with her and plans a visit of several weeks at Ft. Belvoir.

LONG BEACH, CALIF.
October 25, 1936

Preluding Navy Day, before ships of the fleet scatter up and down the coast, gaiety has been expressed in parties on shore and aboard, with Miss Louise Hepburn, niece of Admiral Hepburn, Commander-in-Chief, enjoying the social whirl. The admiral, his staff officers and newsmen were guests at a stag cocktail party Thursday night in Pacific Coast Club, the host being Lt. Comdr. Joseph John Roche of Eleventh Naval District headquarters.

A young visitor enjoying social courtesies is Miss Mary Osborn, daughter of Comdr. Charles F. Osborn of the Governor's staff at Balboa, C. Z., and Mrs. Osborn. After a brief stay in Coronado, as house guest of Miss Mary Earle, daughter of Capt. and Mrs. Ralph Earle, Jr., Miss Osborn is being feted here. Tuesday, Misses Margaret and Martha Bowman, daughters of Comdr. and Mrs. Mark Bowman, USS Medusa, honored her at a luncheon in Coast Club attended by service set debutantes.

Lt. Comdr. and Mrs. William F. Fitzgerald Jr., USS West Virginia, greeted 100 Navy friends at a cocktail soiree recently. Lt. Comdr. and Mrs. R. H. Hillenkotter and Lt. and Mrs. Roland Smoot have just concluded a series of three cocktail parties for officers of USS Maryland and their wives.

Lt. Comdr. E. L. R. Bailey (SC) of the Maryland and Mrs. Bailey, welcomed a number of friends at a cocktail party for Capt. Louis P. Davis, commanding officer of the ship, Mrs. Davis, and the executive officer, Comdr. Clifford Van Hook and Mrs. Van Hook.

Wives of Maryland officers are to have their ship's luncheon tomorrow in Virginia Country Club with Mrs. Davis and Van Hook as honor guests.

In the Ambassador Hotel last night the Starboard Watch of the Maryland entertained with a gain ship's ball, the skipper, Capt. Louis P. Johnson and Mrs. Johnson, attending.

Coast Club was the setting for the ship's luncheon when officers' wives attached to USS Relief met, with Mrs. Lee P. Johnson, wife of the commanding officer, and Mrs. Lucie Johnson, wife of Capt. Johnson, senior medical officer, complimented guests.

FT. BENNING, GA.
October 21, 1936

In honor of their guests, Maj. Gen. and Mrs. Croft, of Washington, D. C., Brig. Gen. and Mrs. Asa Singleton entertained at dinner at the Officers' Club on Saturday night prior to the Commandant's reception and dance.

General and Mrs. Singleton's guests were: Gen. and Mrs. Croft, Col. and Mrs. Ellery Farmer, Mr. and Mrs. James Woodruff, Mr. and Mrs. Curtis Jordan, Col. and Mrs. Walter Short, Mr. and Mrs. Edgar Chancellor, Col. and Mrs. Thorne Strayer, Col. and Mrs. Noble Wiley, Mr. and Mrs. Leighton McPherson, Col. and Mrs. George Parker, Col. and Mrs. J. G. Ord, Mr. and Mrs. Frank Lumpkin, Col. and Mrs. Maurice Welty, and Lt. H. J. Vander Heide.

The reception and ball given by the Commandant after the dinner was attended by the officers and ladies of the Garrison and many guests from Columbus. The Club was beautifully decorated for the occasion. In the receiving line were The Chief of Infantry and Mrs. Croft, The Commandant of The Infantry School and Mrs. Singleton and Lt. Herbert J. Van der Heide.

After the reception, the guests danced to music played by the orchestra of the 29th Infantry.

Col. and Mrs. Harry B. Crea were hosts at

dinner at the Officers' Club before the Commandant's reception on Saturday night. Enjoying Col. and Mrs. Crea's hospitality were: Col. and Mrs. Philip Peyton, and their house guest, Mrs. Charles Ryder of Washington, D. C., Col. and Mrs. Lowe of Fort McPherson, Col. and Mrs. Oswald Saunders, Col. and Mrs. Paul Paschal, Col. and Mrs. Raymond Barton, Col. and Mrs. Guy Rowe, Maj. and Mrs. Humphrey Evans, Col. Crea's mother, Mrs. Jeanette Crea, and his sister, Mrs. Eloise Orr, both of Chicago, Ill., and Col. and Mrs. Albert Brown.

Entertaining at dinner before the Commandant's reception at the Officers' Club were Col. and Mrs. Guy Qualls. The dinner was given in honor of Maj. and Mrs. Albert Kinberger and Maj. and Mrs. James Brunette, who will soon leave Ft. Benning on change of station. In addition to the honor guests those present were: Col. and Mrs. Thomas Camp, Maj. and Mrs. Henry Dexter, Col. and Mrs. Lloyd Smith, Maj. and Mrs. Charles Robinson, Lt. and Mrs. George Barbier, Lt. and Mrs. William Barry, and Lt. and Mrs. James Howard.

Weddings and Engagements

(Continued from Page 194)

Cal. He was graduated from the Naval Academy in the class of '32.

Miss Calvert was graduated from Gunston Hall School.

Of distinguished Southern ancestry, Miss Calvert numbers Lord Baltimore among her Calvert ancestors and is related through her mother to the Peytons of Virginia.

The wedding will take place in November.

—o—

Mrs. B. L. Hodgson of New York City announces the engagement of her niece, Miss Eleanor Phillips, to Lt. Charles Barnard Stewart, AC, USA, now stationed at Randolph Field, Tex. Lieutenant Stewart is the son of Col. and Mrs. Gilbert Stewart, OD, USA, of Watervliet Arsenal, N. Y. The young couple plan to be married at Christmas time.

—o—

Announcement of the engagement of Miss Idamie Van Scy, daughter of Mrs. Charles Van Scy of Peekskill, N. Y., to 2nd Lt. John H. Dilley, Inf., USA, of Kansas City, Kan., now stationed at Ft. George Wright, Wash., was made recently. Lieutenant Dilley is the son of Maj. and Mrs. Murray B. Dilley, sr., SC, USA. He was graduated from the U. S. Military Academy in 1935.

—o—

Announcement has been made of the engagement of Miss Ann Bunting, daughter of Mr. and Mrs. Arthur M. Bunting of Minneapolis, Minn., to 1st Lt. James J. Heriot, FA, USA. Miss Bunting is a graduate of the University of Nebraska and Lieutenant Heriot, who was graduated from the Military Academy with the class of 1930, is stationed here as an instructor in the Department of Economic Government and History. The wedding will take place during the Christmas holidays.

—o—

The wedding of Miss Doris Brougher, daughter of Lt. Col. Wm. E. Brougher, Inf., USA, and Mrs. Brougher, to 1st Lt. Bogardus Snowden Cairns, Cav., USA, took place at noon Tuesday, Oct. 27, in St. John's Episcopal Church, Charleston, W. Va. The ceremony was performed by the rector, Rev. Robert H. Gamble.

The bride was unattended and the ceremony was witnessed only by members of the Army and Navy circles in Charleston, and a few other close friends. After the ceremony an informal breakfast was served at the home of the bride's parents in Edgewood.

Miss Brougher was popular in Washington society where her family have been stationed during the past four years. She attended American University in Washington and was president of the Alpha Chi sorority. Several of her classmates drove down to Charleston for the wedding.

Lieutenant Cairns is the son of Maj. Douglas W. Cairns, MC, USA, and Mrs. Cairns. He is a graduate of West Point 1932, and the Cavalry School. After a brief wedding trip in the East, Lieutenant and Mrs. Cairns will be at home at Ft. Riley, Kansas.

—o—

The wedding of Miss Angelica Duval Rodney, and 2nd Lt. Lawrence E. Schlan-

ser, Cav., USA, took place on the afternoon of Oct. 21, in the Post Chapel at Ft. Riley which was appropriately decorated for the occasion.

The bride, who is the daughter of Col. and Mrs. Dorsey R. Rodney, Cav., USA, was dressed in ivory satin with tulle veil and carried Joanna Hill Roses and Daisy-type Chrysanthemums. She was attended by her sister, Miss Gertrude Rodney, as maid of honor, and the bridesmaids, wearing moire period gowns in deep tones of rose and blue, with poke bonnets to match, and carrying old-fashioned nosegays of roses, were the Misses Dorothy and Mary Margaret Schlanser, sisters of the groom, Mrs. Eugene Nall, and Miss Agnes Rodney. The ushers were 1st Lt. W. H. S. Wright, Cav., USA, 2nd Lt. Charles A. Symroski, FA, USA, 2nd Lt. Robert H. Strauss, Cav., USA, 2nd Lt. James R. Winn, FA, USA, 2nd Lt. Thomas C. Foote, FA, USA, and 2nd Lt. Charles M. Peeke, FA, USA. 2nd Lt. Eugene Nall, Cav., USA, acted as best man.

After the ceremony which was performed by Chaplain Curtis L. Tiernan, a reception was held for the entire Garrison, at the Officers' Club. In the receiving line with Colonel and Mrs. Rodney, were Colonel and Mrs. Schlanser, MC, USA, parents of the groom, Mrs. Rodney's sister, Miss Gertrude Brinckle, of Wilmington, Delaware, and the members of the wedding party. The wedding cake was cut in the traditional manner and dancing was enjoyed to the music of the 9th Cavalry Orchestra.

Mrs. Schlanser is an honor graduate of Michigan State College, and a member of Chi Omega Fraternity. Lieutenant Schlanser attended Union University, Jackson, Tenn. and graduated from the U. S. Military Academy in the Class of 1935. About Nov. 15 they will be at home at 304-D Carpenter Court, Ft. Riley, after a motor trip to the west.

Service Sports

Princeton, N. J.—With passes accounting for two of the three touchdowns, the Navy B squad defeated the Princeton junior varsity football team, 19-0, here last Saturday. The first two scores by the Midshipmen came on passes, George Watson to Swede Hansen and Charlie Anderson to Bill Warden. The last tally was on a five yard line plunge by Al Sibsa.

The lineup:

NAVY B (19)	PRINCETON J.V. (0)
Coward	L.E. Pollock
Scales	L.T. Ayres
Blankenship	L.G. Sydner
Gurnee	C. Howard
Whitman	R.G. Stanley
Rynd	R.T. Harris
Soo	R.E. English
Ballinger	Q.B. Barnicle
Muse	L.H. Schley
Adair	R.H. Currey
Molovak	F.B. Kickhefer

SCORE BY PERIODS

NAVY B	6	0	13	0	19
Princeton J. V.	0	0	0	0	0

Touchdowns—Hansen, Warden, Sibsa.

Point after touchdown—Coward (placement).

SUBSTITUTES

Princeton—Stager, Foster, Emory, Pettit, Vockroff, Marter, Tiernan, Smith, Higginbotham, Moor, Flather, Anerton, Watkins, Ross, Kirkpatrick, Edmondstone.

Navy—Royalty, Howe, Minvielle, Chailis, Schlaack, Giffen, Baughman, Rindskopf, Graves, Watson, Hansen, Marter, Flops, Beard, Warden, Sibsa, Anderson, Blahm, Williams, Dybdal, Nielsen.

Referee—Boyson, Brown. Umpire—Noushafer, Rutgers. Linesman—Nevell, Yale. Time of periods—12 minutes.

—o—

New London, Conn.—The Coast Guard Academy defeated American University of Washington, 14-7, last Saturday for its first victory of the season. All the scoring came in the third quarter. American U. scored first, climaxing a march down the field with a touchdown pass from Toner to Bartlett. However, the Cadets rallied quickly, taking command of the game and scoring two touchdowns, with Whalen and Waldron totting the ball.

—o—

West Point, N. Y.—Led by Cadet Charles Lewis, Army's cross-country team defeated Princeton and Columbia in a triangular meet over a five-mile

course last Saturday. The Cadets scored 24 points to Princeton's 43 and Columbia's 53. The point score and order of finish:

Pos.	Name and College	Time
1	Lewis, Army	26:38
2	Wilson, Columbia	26:57
3	Pfeiffer, Army	27:44
4	Rosengarten, Princeton	27:56
5	Hannum, Army	28:07
6	Gilkis, Princeton	28:10
7	Davis, Army	28:12
8	Frazer, Army	28:23
9	Tillson, Army	28:30
10	Burdulis, Columbia	28:37
11	Parsons, Princeton	28:43
12	Waterman, Princeton	28:54
13	Carver, Princeton	29:14
14	Johnson, Princeton	29:57
15	St. John's, Princeton	30:08
16	Bradley, Princeton	30:09
17	Patterson, Columbia	30:28
18	Schmidt, Army	30:35
19	Curley, Princeton	30:35
20	Glickhaus, Columbia	31:52
21	Milton, Columbia	32:03
22	Gewirtz, Columbia	32:37
23	Merton, Columbia	32:37
24	Caro, Columbia	32:44
25	Mellor, Columbia	33:21

Team Score

Army 1 3 5 7 8-24

Princeton 4 6 10 11 12-43

Columbia 2 9 13 14 15-53

Ft. MacArthur, Calif.—The basketball schedule promises a busy season for the inter-battery hoopsters. The season opens Dec. 1, 1936, at the Army and Navy Y. M. C. A. in San Pedro, when Batteries "A" and "B" clash in the first league tussle of the '36-'37 season which continues until Feb. 1.

From the present outlook it appears that competition will be exceptionally keen. Recent additions to last year's squads include several players who played brilliant ball while attending high schools in different parts of the country. These youngsters are expected to improve the squads both in speed and passing. The only real loss will be suffered by Headquarters Battery who loses 1st Sgt. Joe Ghan, former Hawaiian Island star, who sails back to Oahu prior to the opening of the league.

Punish USMA Mess Interference

Discovery of instances of upper class men interfering with plebes' meals at West Point recently brought prompt and firm action by Maj. Gen. William D. Connor, USA, superintendent of the United States Military Academy.

Learning of stories of minor hazing, General Connor immediately convened a board. As the result of the board's investigation nine upper class men have been suspended for the remainder of this academic year, three confined to the area, and one reduced from Lieutenant to private in the Corps of Cadets.

General Connor, who was in Washington this week attending the Budget Bureau hearings in defense of the West Point estimates, said that the difficulty arose from upper class men giving plebes orders to remain stiff and rigid at the mess table and then "forgetting" about them with the result that the mess would be dismissed and the cadets leave the hall without the plebe having had an opportunity to eat his meal.

"I have made it plain," General Connor said, "that I will not tolerate any interference with the plebes' meals. As soon as these instances were discovered and verified, action was taken. As long as I am superintendent of the Academy hazing will not be permitted."

While there have been some instances of hazing at the Academy in years past, the military discipline and the boards which require testimony have in each case put a stop to it as soon as the authorities became cognizant of the practice. It is believed that the military status of the cadets and the power of the authorities prevent it from reaching the severity of that so familiar to students of some of the civilian institutions of higher learning.

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Status of Promotion

ARMY PROMOTION STATUS

Promotions and Vacancies on the Promotion List (Cumulative) since October 23, 1936.

Last promotion to the grade of Col.—James W. Lyon, CWS, No. 43. Vacancies—None. Senior Lt. Col.—Rodney H. Smith, CAC, No. 44.

Last promotion to the grade of Lt. Col.—Charles S. Ritchel, Inf., No. 64. Vacancies—None. Senior Major—Thomas G. Hearn, Inf., No. 65.

Last promotion to the grade of Major—Arthur W. Stanley, QMC, No. 113. Vacancies—None. Senior Capt.—Henry J. Conner, QMC, No. 114.

Last promotion to the grade of Capt.—John E. Mortimer, CAC, No. 234. Vacancies—None.

Last promotion to the grade of 1st Lt.—Adrian L. Hoebeke, Inf., No. 318. Vacancies—None.

Non-Promotion List

Chaplain John E. Duffy, USA, promoted to the grade of captain.

Promoted to Lieutenant Colonel

Maj. Oscar P. Snyder, DC.
Maj. Rex McK. McDowell, DC.
Maj. Charles M. Taylor, DC.
Maj. Thomas L. Smith, DC.
Maj. Brantley I. Newsom, DC.
Maj. George R. Tressel, DC.
Maj. Frederic H. Bockoven, DC.

—o—

NAVY PROMOTION STATUS

October 30, 1936

The following are the last officers who either have been commissioned in or have become due for promotion to the various grades and ranks in the navy.

Line

Rear Adm. Lewis B. Porterfield, Capt. William W. Wilson, Comdr. Thomas D. Warner, Lt. Comdr. Silas B. Moore, Lt. Michael F. D. Flaherty.

Medical Corps

Rear Adm. Will M. Garton, Capt. Gordon D. Hale, Comdr. John B. Farrar, Lt. Comdr. Clifton A. Young, Lt. Julius C. Early.

Dental Corps

Comdr. Clemens V. Rault, Lt. Comdr. Alfred R. Harris, Lt. William D. Stagner.

Supply Corps

Rear Adm. Charles Conard, Capt. Duette W. Rose, Comdr. Louie C. English, Lt. Comdr. Errett R. Feeney, Lt. Louis L. Lindenmayer, Lt. (jg) Edward S. Rhen, Jr.

Chaplain Corps

Capt. Edward A. Duff, Comdr. Francis L. Albert, Lt. Comdr. Earl M. Criger, Lt. Warren F. Cuthrell.

Construction Corps

Rear Adm. William P. Robert, Capt. E. R. Norton, Comdr. Andrew I. McKee, Lt. Comdr. Wm. H. Magruder, Lt. Victor B. Cole.

Civil Engineer Corps

Rear Adm. Reuben E. Bakenhus, Capt. Henry G. Taylor, Comdr. Kendal B. Bragg, Lt. Comdr. C. T. Dickeman, Lt. Horace B. Jones.

MARINE CORPS PROMOTION STATUS

October 30, 1936

Last commissioned: Last to make number

Major General

Louis McC. Little Louis McC. Little

Brigadier General

John C. Beaumont John C. Beaumont

Colonel

A. A. Vandegrift A. A. Vandegrift

Lieutenant Colonel

G. C. Hammer G. C. Hammer

Major

Daniel R. Fox William Ulrich

Captain

Raymond F. Crist, Jr. Raymond F. Crist, Jr.

First Lieutenant

Donald W. Fuller G. R. Wright

U. S. COAST GUARD

October 29, 1936

Last commissioned: Next in line:

Captain

James L. Ahern Stanley V. Parker

Captain (E)

Frederick H. Young Webb C. Maglathlin

Commander

Frederick J. Birkett John Trebes, Jr.

Commander (E)

J. N. Heiner

Lieutenant Commander

Carl E. Guiness Paul B. Cronk

Lieutenant

Lake Christopher Charles B. Arrington

Lieutenant (jg)

Robert S. Lecky Albert J. Carpenter

Ensign

Ray W. Biouin

Note: This list will remain constant until promotions from the recent examinations are made, at which time the listings will be corrected.

OBITUARIES

The Navy Department has received a telegram from Jackson, Miss., stating that Capt. Harry K. Cage, USN-Ret., died Oct.

26, 1936. He was survived by his wife, Mrs. Julia Hubbard Cage.

Captain Cage retired June 30, 1935, after thirty-nine years of service. He was born in Harris, Tex., Aug. 25, 1879 and appointed to the Naval Academy in 1896. He served on the USS Vicksburg, the USS Alliance, the USS Tacoma and the USS Kearsarge until 1906, when he was ordered to duty at the Naval Training Station, Newport, R. I. After serving successively as Engineer Officer of the USS Salem, the USS Dolphin, the USS Celtic and the USS Colorado from 1908 until 1911, he returned to duty at the training station at Newport. In 1914, he was appointed Engineer Officer of the Naval Station, Olongapo, P. I. and the following year was assigned additional duty as Captain of the Yard. In 1916, he served as Aide on the Staff of the Commander-in-Chief of the Asiatic Fleet, and in 1917 commanded the USS Elcano of the Asiatic Fleet. Later in 1917, he was transferred to the USS Huntington as Executive Officer and in 1918 commanded the USS Chattanooga. After completing the Naval War College course in 1920, he served as Manager of the Boston Navy Yard. He commanded the USS Antares during 1922 and in 1923 was transferred to command the USS Rochester. From 1924 until 1927, he was attached to the Office of Naval Operations, Navy Department and in 1927 assumed command of the light cruiser USS Marblehead. In 1929, he returned to duty in the Office of Naval Operations and in 1932 was appointed Chief of Staff of the Commander of Cruisers, Scouting Force. He was appointed a member of the Pacific Coast section of the Board of Inspection and Survey in June, 1933 and served with that Board until his retirement.

Captain Cage had been awarded a Special Letter of Commendation from the War Department for his service during the World War. He also had received the decoration of the Order of Abdon Calderon from the Government of Ecuador, the Order of the Bust of Bolivar from Venezuela and the Order of the Sun from Peru.

—o—

Mrs. Esther Margaret Green Howard, wife of Mr. Bushrod B. Howard, died at Church Home Infirmary, Baltimore, Md., Sunday, Oct. 25, 1936. Mr. Howard was a graduate of the Naval Academy with the class of 1911 and resigned in 1920 to go with the Marine Department of the Standard Oil Company of New Jersey.

The funeral took place in Greenwich, Conn., on Oct. 26, 1936. Mrs. Howard is survived by her husband, a daughter, Margaret B. Howard, and three sons, Thomas Benton Howard, Bushrod B. Howard, Jr., and Peter Howard who reside at 550 Park Avenue, New York.

—o—

Mrs. Louise T. Wood, wife of Capt. F. O. Wood, FA, USA, was killed in an automobile collision at Albuquerque, N. M., Oct. 11, 1936, while she and Captain Wood were en route from Lubbock, Tex., to attend a friend's funeral at Albuquerque. Captain Wood was seriously injured, and in the Veterans' Hospital at Albuquerque, the other driver involved in the collision is bound over to the District Court at Ft. Sumner, N. M., on charge of manslaughter.

—o—

After an illness of several months, Mrs. Lida Scranton Tate died in Kingston, N. Y., on Oct. 24, 1936. Mrs. Tate, the widow of Col. Daniel Lingle Tate, USA, was the daughter of the Hon. Joseph A. Scranton, of Scranton, Pa. She is survived by her son, Maj. Joseph Scranton Tate, FA, USA, and her three grandsons, Joseph Scranton Tate, Jr., Homer Sargent Tate, and Daniel Lingle Tate, II.

—o—

Funeral services for Maj. Arthur D. Martin, VC, USA, who died Oct. 23, at Walter Reed General Hospital, Washington, D. C., were held at the Fort Myer Chapel at 10 A.M. on Tuesday, Oct. 27, with Chaplain Alfred C. Oliver officiating. Interment was with full military honors in Section 7 of Arlington National Cemetery.

The following served as honorary pall-bearers: Col. Daniel P. Card, MC; Lt. Col. Jean R. Underwood, VC; Maj. Feodor O. Schmidt, Inf.; Maj. James R. Sperry, VC; Maj. George L. Caldwell, VC; Maj. F. H. K. Reynolds, VC; Maj. Floyd C. Sager, VC, and Mr. George Franklin.

—o—

An unusual and distinguished career was brought to an end Oct. 27 with the death in his eighty-seventh year of Capt.

Robert Howe Fletcher, USA-Ret. Born July 21, 1850, in Cincinnati, Ohio, he was the son of the late Dr. Robert Fletcher, Brevet Colonel and Medical Purveyor of the Army of the Cumberland during the Civil War, subsequently gold medalist of the Royal College of Surgeons, England, and Librarian of the Library of the Surgeon General of the Army.

Captain Fletcher was graduated from the United States Naval Academy in 1872. At that time there was little action in the naval service, whereas the Army was constantly in the field against hostile Indians. Fletcher, then a young ensign in the navy transferred to the army and saw much fighting out in the West. During the Nez Perce campaign he was aide-de-camp and chief of scouts to the late Maj. Gen. O. O. Howard, whose column he preceded in the pursuit of Chief Joseph. Captain Fletcher was several times commended for unusual services and for bravery in operations against the Indians and indeed owed his brevet rank of captain to gallantry at the Battle of the Clearwater.

Incapacitated for further active service as a result of hardships suffered during the In-

dian campaigns, Captain Fletcher while still a comparatively young man was retired and settled in San Francisco where he soon assumed an active part in civic affairs. He joined the Bohemian Club in the days when that famous association of good fellows and men of talent, was a modest gathering of struggling young artists. With the years, Captain Fletcher achieved a more and more prominent place in the activities of the club, being Sire of a Midsummer Jinx and at one time historian of the club. He himself became quite well known for his paintings and as an author, one of his several books being the first three volumes of the *Annals of the Bohemian Club*.

About 1901 Captain Fletcher became the Curator and active directing head of the San Francisco Art Association and of the School of Design of the University of California. After the fire of 1906, he played an important part in the rebuilding of San Francisco. In 1914, he retired from active and civic affairs and came east to live, dividing his time between Washington and Europe.

Captain Fletcher married Miss Octavia Shreve Miller of Louisville, Kentucky, who predeceased him. He is survived by one son, Lt. Col. Robert Howe Fletcher, Jr., USA.

T. Duke, Cav., USA, to Mr. Ronald S. Belasco, of London.

SCHLANSER-RODNEY—Married at Ft. Riley, Kan., Oct. 21, 1936, Miss Angelica Duval Rodney, daughter of Col. and Mrs. Dorsey R. Rodney, Cav., USA, to 2nd Lt. Lawrence Edward Schlanser, Cav., USA, son of Col. and Mrs. A. E. Schlanser, MC, USA.

SCOTT-GBEHARD—Married at New York, N. Y., Oct. 21, 1936, Miss Elsie Hortense Gebhard to Capt. Henry H. Scott, USA-Ret.

SMITH-ABERNATHY—Married at Washington, D. C., Oct. 29, 1936, Mrs. May Davis Abernathy to Mr. Conover C. Smith, son of Col. and Mrs. Hugh C. Smith, JAGD, USA.

WOOD-NICOLIS—Married at Annapolis, Md., Oct. 21, 1936, Miss Elizabeth Compton Nicols to Lt. Joseph E. M. Wood, USN.

YULE-JARRETT—Married at Ft. Myer, Va., Oct. 28, 1936, Mrs. Elizabeth Jarrett to Capt. Richard Yule, VC, USA.

DIED

BAILEY—Died at Tunica, Miss., April 21, 1936, Mr. Wesley M. Bailey, a graduate of the U. S. Military Academy, Class of 1912, who resigned from the Regular Army in 1919.

IRWIN—Died at Station Hospital, Ft. Francis E. Warren, Wyo., Oct. 20, 1936, to Capt. and Mrs. Carlisle B. Irwin, Inf., USA, a daughter, Lawson Brown, granddaughter of Mrs. W. J. Kendrick of Atlanta, Ga., and the late Lt. Col. W. J. Kendrick, USA.

ODENWELLER—Died at Ft. Monroe, Va., Oct. 22, 1936, to 1st Lt. and Mrs. Charles J. Odenweller, Jr., CAC, USA, a son, Charles Joseph Odenweller, III.

PAIGE—Died at West Point, N. Y., Oct. 16, 1936, to 1st Lt. and Mrs. Byron L. Paige, CAC, USA, a daughter, Maretta Talbot Paige, granddaughter of Capt. and Mrs. Laurence D. Talbot, QMC, USA.

STRYKER—Died at Queens Hospital, Honolulu, T. H., Oct. 11, 1936, to Lt. and Mrs. J. W. Stryker, USN, a son, Josine Dirck.

THAYER—Died at Station Hospital, Ft. Benning, Ga., Oct. 20, 1936, to 1st Lt. and Mrs. Allen Thayer, Inf., USA, a son, Allen Robert Thayer.

WEICKHARDT—Died at Providence Hospital, Washington, D. C., Oct. 21, 1936, to Lt. and Mrs. Charles E. Weickhardt, USN-Ret., twin daughters.

MARRIED

BERGIN-PHILBRICK—Married at Annapolis, Md., Oct. 21, 1936, Miss Katharine Philbrick, daughter of Capt. and Mrs. Manning H. Philbrick, (SC), USN, to Lt. Charles K. Bergin, USN.

CAIRNS-BROUGHER—Married at Charleston, W. Va., Oct. 27, 1936, Miss Doris Brougher, daughter of Lt. Col. and Mrs. William E. Brougher, Inf., USA, to 1st Lt. Bogardus Snowdon Cairns, Cav., USA, son of Maj. and Mrs. Douglas W. Cairns, MC, USA.

CAMERON-MONTGOMERY—Married at Orange, Va., Oct. 21, 1936, Miss Eleanor Bernard Montgomery, daughter of Col. and Mrs. John C. Montgomery, USA-Ret., to Mr. Malcolm Graham Cameron.

CAMP-TALMAN—Married at Washington, D. C., Oct. 25, 1936, Miss Eleanor Lewis Talman, daughter of Mrs. John T. Talman and the late Capt. Talman, USA, to Mr. Norman Harold Camp, Jr.

FICKEL-KAELIN—Married at Grantwood, N. J., Oct. 19, 1936, Miss Helen Kaelin to Lt. Col. Arthur Allison Fickel, AC, USA, son of Col. and Mrs. Jacob Earl Fickel, AC, USA.

FREUDENTHAL-WESTOVER—Married at Ft. Sam Houston, Tex., Oct. 24, 1936, Miss Kathryn Patricia Westover, daughter of Maj. Gen. Oscar Westover, C of AC, USA, to 2nd Lt. Wilhelm C. Freudenthal, AC, USA.

LETCHER-MARSTON—Married at Washington, D. C., Oct. 28, 1936, Miss Elizabeth Worthington Marston, daughter of Col. and Mrs. John Marston, USMC, to Capt. John Seymour Letcher, USMC, son of Capt. and Mrs. Greenlee D. Letcher.

MCINTYRE-BELASCO—Married at New York, N. Y., Oct. 20, 1936, Miss Marie McIntyre, niece of Mrs. Duke, wife of Maj. James

Robert Howe Fletcher, USA-Ret.

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MERCHANT MARINE

Powers of Maritime Commission

Study of the Merchant Marine Act of 1936 by the Judge Advocate General of the Navy has revealed that the newly created Federal Maritime Commission has virtually complete power over all American merchant vessels.

In time of war if the Navy desires the

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use of any of these merchant vessels it will have to apply for them through the Commission. However, considering the fact that two retired naval officers are on the Commission it is likely that the interest of National Defense would be well handled.

Following is a digest of the ruling:

"Construing the Merchant Marine Act of 1936 (Pub. No. 835, 74th Cong., 49 Stat. 1985), held that merchant vessels originally belonging to the Shipping Board, merchant vessels built with construction loan funds, merchant vessels under ocean mail contract, and all other vessels of the United States Merchant Marine not in the above categories, may not be acquired for the use of the Navy when a national emergency has been declared to exist by proclamation of the President or upon a declaration of war, except through the United States Maritime Commission created by the said Merchant Marine Act of 1936."

Build Merchant Marine

Declaring that great Nations rise and fall with the strength of their Sea Power, Rear Adm. Clark Woodward, USN, in an address before the San Diego Chapter of the Reserve Officers Association, Oct. 23, urged building up the Merchant Marine and the construction of naval bases as aides of the Fleet.

"By Sea Power," he said, "we won our existence and independence, and our greatness was founded upon it. History shows that all other nations which similarly have risen to the highest rank subsequently were reduced to second and third rate status upon relinquishment of their Sea Power. We can not afford to risk such a fate."

Sea Power, Admiral Woodward defined as being combatant ships, a Merchant Marine and naval bases. He declared that "undoubtedly" an adequate base would be established in Alaska "in due time" and spoke of the need for a new base in Puerto Rico and improvements at Hawaii. "The building up of our Merchant Marine is dictated by the soundest policy and consistent with true public economy," he stated. "It must be steadily continued. We can not afford to let up or even make temporary halt in this important matter. With government aid, as now provided, we can build up a modern and efficient merchant fleet, better equipped not only to compete with rivals but also to take advantage of the revival of trade now started."

Admiral Woodward declared that national policies and strategic considerations rather than treaty compromises should determine our naval strength. He stated:

"As for the combatant ships the strength of the fleet must be determined, (1) by our National Policies, and (2) to a great extent, by strategical considerations. The needs and national policies of the various maritime nations being so different, each such nation, therefore, is naturally the best judge of its own requirements both as regards number and type of its ships, and an attempt to devise 'yard sticks' by which to measure comparative strength results only in compromise which must prove unsatisfactory to all countries concerned. This has been thoroughly shown in the various naval limitation treaties made since the World War."

Maritime Strike Called

When negotiations between maritime unions and shipowners failed a general maritime strike was called effective at midnight Thursday, Oct. 29, 1936. The decision was announced when new agreements could not be reached after a 24-hour truce was declared at midnight Wednesday.

Early Thursday Capt. H. G. Hamlet, USCG, who is engaged in an extensive investigation of the entire West Coast maritime situation for the newly formed Federal Maritime Commission, announced a second postponement in the open hearings of his inquiry. He did this, he said, to avoid any conflict with the

labor negotiations. The hearings are now scheduled to open Monday.

At Captain Hamlet's request, the Bureau of Navigation and Steamboat Inspection assigned Inspector John T. McTernan, of San Francisco, Calif., to aid him in the investigation.

Nation Observes Navy Day

(Continued from Page 186)

Chairman of the Navy General Board, and former Commander-in-Chief of the Fleet delivered the principal address at the Navy Day celebration in Atlanta, Ga. In Detroit Rear Adm. John W. Greenblade, USN, member of the General Board, spoke at a meeting sponsored by the Navy Day Committee. Rear Adm. Charles R. Train, USN, President of the Naval Examining and Retiring Boards, Navy Department, addressed the Pro-Per Club in Cleveland.

The Chief of the Bureau of Navigation, Rear Adm. Adolphus Andrews, USN, spoke at the Navy Day celebration in Alexandria, Va., under the auspices of the American Legion. His speech was broadcast. Rear Adm. William S. Pye, USN, Assistant Chief of Naval Operations, addressed the American Legion in Newark, N. J.

Tuesday afternoon from 4:30 to 5:30, Eastern Standard Time, a program dramatizing the actions of naval heroes and the events which have formed the traditions of the Navy were broadcast.

From Hawaii, T. H., a special program was broadcast to the United States. The Acting Commandant of the 14th Naval District and the Naval Operating Base, Pearl Harbor, T. H., Capt. James D. Willson, USN, spoke.

Admiral Standley

Admiral Standley in his address before the Propeller Club in Baltimore had this to say:

If our Navy is to be in truth a real first line of defense, it should be so mobile and so self-sustaining as to choose, to a very large degree, the theater of hostile operation. This means, in effect, that our battle fleet must be able to meet and annihilate the enemy before it comes within striking distance of our coasts. Then will the fruits of aggression and defense, of attack and counter-attack be limited in a large measure to the actual combatants. More important still, if we succeed in staging the critical battles sufficiently remote from our seaboard, the battlefields and the shambles of war will be confined to the oceanic wastes and our people and their possessions will remain inviolate. Since any formidable foe must strike across the far reaches of the ocean, it follows that the Navy, if effective, will be the first element of our national defense to engage the enemy. I would like to think of the Navy as our first line of defense, in the chronological sense; not through any assumption of a priority status with relation to our valorous colleagues of the United States Army. Our Navy is in truth, the spearhead of national defense.

In order to insure the Navy that degree of mobility and independence of shore based activities, essential for its proper function as a first line of defense, the service of supply and repair afloat must be adequate and assured. All of us know the great benefits to National defense that were derived from the Vinson-Trammell Bill, the act that authorized the construction of our Navy's combat craft to those limits permitted by international agreements and provided for maintaining it there. From the overwhelming endorsement of that bill in Congress, we know that it was the clear and unmistakable mandate of the American people that the American Navy should be second to none. In order to insure that quality of independence and mobility so essential to a "Fleet in Being," the Navy needs and seeks authorization to build a nucleus of auxiliary craft to service its fighting units. It is true that the main reservoir for auxiliaries for our Navy is and must continue to be, the American merchant marine. But there are certain highly specialized types that cannot be improvised over night or when hostilities are imminent. These must be constructed in the more leisurely days of peace. They must train and operate with the Fleet at all times.

Admiral Andrews

Speaking before the American Legion in Alexandria, Va., Rear Admiral Andrews in discussing the factors which go

FINANCE

to make sea power said:

The spearhead of Naval power is our fleet with the officers and men who man it. This fleet represents our Navy. Every activity of the Navy is centered around this fleet. It stands as our first line of defense and upon it may rest the security of this nation. This fleet consists of the heavy, powerfully gunned,

(Continued on next Page)

Financial Digest

The daily average volume of Federal Reserve bank credit outstanding during the week ended Oct. 21, as reported by the Federal Reserve banks, was \$2,487,000,000, unchanged from the preceding week, and an increase of \$2,000,000 compared with the corresponding week in 1935.

On Oct. 21, total Reserve bank credit amounted to \$2,463,000,000, a decrease of \$22,000,000 for the week. This decrease corresponds with decreases of \$65,000,000 in Treasury cash and deposits with Federal Reserve banks, \$19,000,000 in non-member deposits and other Federal Reserve accounts, and \$5,000,000 in money in circulation, and increases of \$5,000,000 in monetary gold stock, and \$2,000,000 in Treasury currency, offset in part by an increase of \$76,000,000 in member bank reserve balances. It is estimated that member bank reserve balances on Oct. 21 were approximately \$2,130,000,000 in excess of legal requirements.

Relatively small changes were reported in the System's holdings of bills discounted, purchased bills, industrial advances, and United States Government securities.

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Nation Observes Navy Day

(Continued from Preceding Page)

strongly armored battleship, the backbone of the fleet; then the heavy and light cruisers, acting as scouts, commerce protectors and raiders; then the destroyers, consisting of small speedy vessels, each with its swift, deadly torpedoes; then the submarines, embodying by their submersion the ancient myth of the cap of invisibility and valuable for torpedo attack, for scouting and gaining information; and then that most important arm of the fleet, the wings of the sea, the airplanes, small, scouting, fighting planes to the large patrol planes, with their parent ships, the aircraft carriers aboard which they may proceed thousands of miles, taking the air at will to gain information, attack the enemy, or defend the Fleet. These are the combatant types which go to make the fleet. Each one is essential and each fulfills its important function. Aside from these combatant ships we are greatly interested in our Merchant Marine. As you know our merchant ships are necessary to carry our sea-borne trade, but such ships are of vital necessity to our Navy in case of emergency. Without them our fleet would be left impotent. It would be confined to an area near a base unless we have these merchant ships to supply it with fuel, ammunition, and food.

Admiral Greenslade

Rear Admiral Greenslade speaking on the "National and Naval Policy in Relation to Security and National Defense" at Detroit commented:

The determination of our future policy concerning the whole Far Eastern question appears to be the most vital and far-reaching problem that faces us. It has now been determined that by our own action we shall lose sovereignty over the Philippines. Those who have worked for separation see only their small commodity sector of the commercial cycle without considering what the opposite side of the wheel is bringing back to the nation. What of the Philippines as an entreaty to the immensity of Asia, as a link with 12,000,000 receptive and friendly people interested in our civilization and culture, and as a base in support of our Far Eastern policies? Our complete withdrawal from the Western Pacific will in the opinion of many thoughtful people mark a decline in national vitality.

The Merchant Marine, including our developing aero-marine, is another element of our economic world that has been sedulously fostered since its value as a factor in our national welfare was clearly demonstrated. Subsidies and mail contracts have been utilized to assist in maintaining it. On the other hand, such means of sustenance have been attacked in Congress, by certain elements of our populace and by rivals abroad, for various reasons—some of honest nature, others insidious and unfriendly. There is no question that an adequate merchant marine is an essential part of national welfare. Can there be any question as to the fairness of an arrangement whereby this government would assure itself that fifty per cent of all passengers and freight transported between this country and any other shall be carried in American bottoms? Such an arrangement would stabilize our merchant marine and assure its successful continuance. How and in what form the legal enactment of such provision is to be accomplished we must leave to the recommendation of the security agency hereinafter suggested and to consequent congressional action.

Admiral Reeves

At Atlanta, Ga., Rear Admiral Reeves said that the Sea Power of a Nation consists of:

First: The power and might of the Fleet—of the armed naval forces of the country.

Second: The ability, skill and valor of the officers and men who man that fleet.

Third: The resources, facilities and ability of the country to maintain and supply the fleet.

Fourth: The harbors, ports and fortified naval bases of the country.

And the fifth component, but by no means the least in importance, consists of the auxiliary vessels of the fleet and the vessels of the merchant marine.

Of course harbors and naval bases and auxiliary vessels and merchant ships are really included in the resources, facilities and ability of the country to maintain the fleet.

I have chosen to separate them because I wish to emphasize our need of suitable auxiliary vessels in the fleet and the lack of sufficient merchant vessels to carry the vast sea-borne commerce of our country. A large overseas commerce calls alike for merchant vessels to carry it and an armed fleet to protect it if those things which we possess are to be in peace.

A fleet in time of war may be immobilized, may be rendered impotent by the lack of auxiliary vessels to support and to supply its needs. Every campaign must be planned and conducted having in mind the task of furnishing the fleet with fuel, supplies, stores,

ammunition and food. In all operations of the fleet even in times of peace this problem of logistics is a difficult and important one.

Admiral Train

Rear Admiral Train at Cleveland had this to say in regard to Sea Power:

We need a Navy to protect our great volume of coastwise trade and to insure the continued operation of the Panama Canal; the support of our truly American policy known as the Monroe Doctrine requires the Fleet to insure that the American Continents are kept free from the struggles and rivalries of Europe.

The protection of our sea-borne commerce abroad alone requires a Navy of vast proportion, situated as we are between European and Asiatic terminals from three to four thousand miles distant, to say nothing of our steadily increasing trade to Central and South America. It is true that only about 32% of it is carried in American bottoms. If it were cut off by some Nation or Nations able to control the sea, the distress throughout the entire country would exceed anything we saw in the black year 1932-33. In good times, our sea-borne commerce has exceeded that of Great Britain and totalled up to 10 or 11 billions of dollars in value. The British are wise and carry 70% of their sea-borne trade in their own bottoms. At present, we only carry a bare 32%, but under the new Merchant Marine Act, the Government in absorbing the construction and operation deferrals, gives the Merchant Marine operators encouragement which we hope will steadily build up the Merchant Marine Fleet with ships the equal to those under any foreign flag.

It would be easy to name many responsibilities of this Government that must rely on the Navy to make them effective, but none of greater importance to our political and economic security than the protection of our overseas possessions, Hawaii and the Philippines. It is true that we have granted the Philippines a measure of independence. Whether they accept it or not depends on themselves, and how well or how ill they find they can live outside our tariff wall. It is doubtful if for some generations we can entirely divest ourselves of responsibilities toward them.

As I have said before, we create and maintain a Navy to support our policies, and as each and every policy of a government, whether domestic or foreign, has within its scope germs which may excite the envy or suspicion of foreign governments, the Navy's responsibilities are well nigh immeasurable.

Captain Van Auken

Capt. Wilbur R. Van Auken, USN, speaking at Huntington, W. Va., said Sea Power includes three important factors:

They are the Navy, the Merchant Marine and the Bases of operation. Besides, there lies the great potential, fundamental factor—the people—their morale, their will to conquer, go ahead and win. While only the three first factors will be considered, it seems appropriate this Navy Day to take inventory of ourselves, and realize that each one of us has some definite part to play as loyal American citizens in aiding our Navy and Merchant Marine. For it seems difficult when one lives in a state away from the sea, to appreciate just how the Navy, or the ships of the Merchant Marine, are important to the welfare and interests of ourselves.

And, "what is sea power?" It is a term meaning essentially the influence that a Nation can exert to secure its rights and uphold its interests on the seas and oceans of the world, both in peace and war. In times past, it has had other meanings, such as command of the seas, sovereignty of the seas, and freedom of the seas—all concerned with ships carrying goods from one Nation to another. Disputes over the stopping, searching, capturing or sinking of such merchant ships have resulted in wars.

As applied to the United States, "sea power" means that we desire when we are a neutral to see that our shipping everywhere be free to proceed on its lawful occasion in security. Because our ships and flag were not respected on the high seas, and our cotton, coal and other goods were sunk, we went to war in 1776, 1812 and 1917. And further, as a matter of course, "sea power" assumes our ability to protect our coasts and territorial possessions from invasion.

Mr. Hubbard

Mr. N. M. Hubbard, President of the Navy League of the United States, in his Navy Day address at the John Paul Jones Monument in Washington said:

At no time in the history of our country have we had greater need of the inspiration of our early traditions to patriotic courage, and steadiness of purpose than now, when the world is passing through an era of unparalleled mental instability—and mental instability is the harbinger of war. That this country may escape being drawn into the maelstrom of a European conflict, if it should come, is the earnest wish of every good citizen. The best method to be pursued in order

to avoid involvement is by no means a matter of common agreement.

If our involvement comes, it will be from some untoward incident on the sea. History will tell you that embargoes, far from aiding a nation to maintain neutrality, have more often caused precisely what they have been invoked to avoid. On the other hand, history teaches that the safest guardian of neutrality is the naval strength to maintain it,—obviously a Navy second to none.

Ships' Movements, November

Tentative schedule of operations of Naval Forces for month of November.

U. S. FLEET

Admiral A. J. Hepburn, Commander-in-Chief, Pennsylvania (flagship), Nov. 1-7, San Pedro; Nov. 10-16, San Francisco; Nov. 18-30, San Pedro.

BATTLE FORCE

Admiral Wm. D. Leahy, Commander, California (flagship of Admiral Leahy), West Virginia (flagship of Vice Admiral C. S. Kempf, Commander of Battleships), Maryland, New Mexico, Arizona, Nevada, Tennessee, Mississippi and New York, Nov. 1-8, San Pedro; Nov. 10-16, San Francisco; Nov. 18-30, San Pedro.

OKLAHOMA

Oklahoma, San Pedro, Calif.

Texas, Navy Yard, Bremerton, Wash.

Colorado, Nov. 1-24, Bremerton, Wash.; Nov.

27-30, San Pedro.

Idaho, Nov. 1-3, San Pedro; Nov. 6-30, Navy Yard, Bremerton, Wash.

CRUISERS, BATTLE FORCE

Rear Admiral W. N. Verner, Commander, Concord (flagship), Richmond, Cincinnati, Milwaukee (Flagshiphead and Trenton, Nov. 1-8, San Diego; Nov. 10-16, San Francisco; Nov. 18-30, San Diego).

Omaha, Nov. 1-30, enroute to and in Canal Zone.

AIRCRAFT, BATTLE FORCE

Vice Admiral E. J. King, Commander, Lexington, Saratoga and Ranger, Nov. 1-8, San Pedro; Nov. 10-16, San Francisco; Nov. 18-30, San Pedro.

MINNEAPOLIS

Minneapolis, San Pedro, Calif.

Utah, Vestal, Medina, Rail, Bobolink, Robin, Vireo, Grebe, Partridge, Tern, Kingfisher, Brant, Phoebe, Algoma, San Pedro-San Diego area.

Sommon, Nov. 1-3, Mare Island; Nov. 4-30, San Pedro.

Lamberton, Boggs, San Diego, Calif.

Bridge, Navy Yard, Mare Island, Calif.

Arctie, Nov. 1-3, San Francisco; Nov. 15-28, San Pedro; Nov. 30, San Francisco.

Kanawha, Nov. 1-27, San Diego area; Nov.

28-30, enroute to Canal Zone.

Kalmia, Nov. 1-6, San Diego; Nov. 8-30, Mare Island.

Brazos, Nov. 1-6, San Diego; Nov. 8-13, Mare Island; Nov. 16-30, San Diego.

Cuyama, Nov. 1-3, Bremerton; Nov. 8-21, San Pedro; Nov. 30, Pearl Harbor, T. H.

Neches, Nov. 1-4, San Diego; Nov. 14-30, Pearl Harbor.

Relief, Nov. 1-20, San Pedro; Nov. 22-30, Mare Island.

Schenck, New Orleans, La.

Tillman, Taft, Badger, Navy Yard, Norfolk, Va.

Claxton, Annapolis, Md.

Babbitt, Nov. 1-9, Annapolis; Nov. 11-30, Norfolk Navy Yard.

Herbert, Philadelphia, Pa.

Hamilton, Newport, R. I.

Leary, Taylor, J. F. Talbot, Hampton Roads, Va.

Jacob Jones, New York, N. Y.

SUBMARINE FORCE

Rear Admiral J. R. Defrees, Commander, Bushnell (flagship), Nov. 1-8, Pearl Harbor; Nov. 8-30, enroute to and at San Diego, Calif. Cachalot, Holland, Dolphin, Narwhal, Nautilus, Cuttlefish, Orlolan, Pearl Harbor, T. H. Bass, Navy Yard, Mare Island, Calif.

Barracuda in Canal Zone and West Indian waters.

Bonita Nov. 1-13, Mare Island; Nov. 14-30, San Diego.

Porpoise, San Diego, Calif.

Mallard, S-42 to S-47, Canal Zone.

Argonaut, Widgeon, Seagull, Beaver, Keeweenwa, S-1, S-12, S-21, S-22 to S-35, Pearl Harbor, T. H.

Sennet, Falcon, S-20, R-2, R-4, R-10, R-11, R-13, R-14, New London, Conn.

BASE FORCE

Rear Admiral W. T. Cluverius, Commander, Argonne (flagship), San Pedro, Calif.

AIRCRAFT, BASE FORCE

Rear Admiral E. J. King, Commander, Wright (flagship), Nov. 1-17, Pearl Harbor; Nov. 24-30, San Diego, Calif.

Gannet, San Diego, Calif.

Thrush, Seattle, Wash.; Owl, Hampton Roads, Va.

Lapwing and Teal, Coco Solo, C. Z.

Aveoet, Pelican and Swan, Pearl Harbor, T. H.

Langley, Navy Yard, Mare Island, Calif.

TRAIN, BASE FORCE

Utah, Vestal, Medina, Rail, Bobolink, Robin, Vireo, Grebe, Partridge, Tern, Kingfisher, Brant, Phoebe, Algoma, San Pedro-San Diego area.

Sommon, Nov. 1-3, Mare Island; Nov. 4-30, San Pedro.

Lamberton, Boggs, San Diego, Calif.

Bridge, Navy Yard, Mare Island, Calif.

Arctie, Nov. 1-3, San Francisco; Nov. 15-28, San Pedro; Nov. 30, San Francisco.

Kanawha, Nov. 1-27, San Diego area; Nov.

28-30, enroute to Canal Zone.

Kalmia, Nov. 1-6, San Diego; Nov. 8-30, Mare Island.

Brazos, Nov. 1-6, San Diego; Nov. 8-13, Mare Island; Nov. 16-30, San Diego.

Cuyama, Nov. 1-3, Bremerton; Nov. 8-21, San Pedro; Nov. 30, Pearl Harbor, T. H.

Neches, Nov. 1-4, San Diego; Nov. 14-30, Pearl Harbor.

Relief, Nov. 1-20, San Pedro; Nov. 22-30, Mare Island.

SPECIAL SERVICE SQUADRON

Rear Adm. Y. S. Williams, Commander, Memphis, Nov. 1-12, Canal Zone; Nov. 21-28, San Diego; Nov. 29-30, Mare Island.

Omaha, Nov. 1-8, at sea; Nov. 8-30, based on Canal Zone.

Manley and Fairfax, based on Canal Zone.

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